

Human Services Transportation Plan



"INCREASING INTERCONNECTIVITY THROUGH MOBILITY AND ACCESS"

Springfield Urbanized Area Springfield, IL

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Prepared by:
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Room 212 – 200 South 9th St.
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prepared by:



**Springfield Sangamon County Regional Planning Commission
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TABLE OF CONTENTS

EXECUTIVE SUMMARY	5
SECTION I: INTRODUCTION AND PURPOSE OF THE PLAN	6
SAFETEA-LU REQUIREMENTS: FEDERAL TRANSIT ADMINISTRATION (FTA) PROGRAMS	7
THE SPRINGFIELD URBANIZED AREA HSTP	9
SECTION II: INVENTORY	12
EXISTING TRANSPORTATION SYSTEMS IN THE SUA.....	12
HISTORY OF COORDINATION	18
SECTION III: NEEDS ASSESSMENT	19
SECTION IV: GAP ANALYSIS	28
IDENTIFICATION OF GAPS IN SERVICE	28
OPERATION EFFICIENCY, NEEDS AND GAPS: LACK OF FUNDING	29
IDENTIFICATION OF SERVICE DUPLICATION.....	29
SECTION V: STRATEGIES/IMPLEMENTATION	30
SHARE USE OF VEHICLES.....	30
REQUIRE FAST DELIVERY OF VEHICLES.....	30
REDUCE OPERATING COSTS	30
CREATE TRANSIT FRIENDLY AMENITIES	30
INCREASE PUBLIC AWARENESS OF TRANSIT THROUGH OUTREACH AND MARKETING	
STRATEGIES.....	30
INCREASE REVENUE RESOURCES	31
DEVELOP VOLUNTEER DRIVER PROGRAMS.....	31
REDUCE INTER-JURISDICTIONAL TRANSPORTATION RESTRICTIONS.....	31
SECTION VI: PROGRAM OF PROJECTS (POP).....	32
CONCLUSION	34
APPENDICES.....	35

FIGURES

FIGURE 1. SMTD SERVICE AREA.	13
FIGURE 2. POPULATION AGE 65 AND OVER.	20
FIGURE 3. DISABLED PERSONS 5 YEARS OF AGE OR OLDER.	21
FIGURE 4. DISABLED PERSONS 65 YEARS OF AGE OR OLDER.	22
FIGURE 5. POPULATION BELOW POVERTY LEVEL.	23
FIGURE 6. POPULATION 65 YEARS OF AGE AND OVER, BELOW POVERTY LEVEL.	24
FIGURE 7. HOUSEHOLDS WITH ZERO VEHICLES AND HOUSEHOLDER IS 65 YEARS OF AGE OR OLDER.....	25
FIGURE 8. HOUSEHOLDS WITH ZERO VEHICLES AND HOUSEHOLDER IS 65 YEARS OF AGE OR OLDER.....	26

TABLES

TABLE 1. MAINLINE VEHICLE ROSTER.	15
TABLE 2. PARATRANSIT VEHICLE ROSTER.	16
TABLE 3. DEMOGRAPHIC DATA FOR THE SUA.	18

APPENDICES

APPENDIX 1: SUA HSTP ADVISORY COMMITTEE MEETING AGENDAS.....	34
APPENDIX 2: SURVEY INSTRUMENT.....	36
APPENDIX 3: SURVEY RESULTS.....	39
APPENDIX 4: SMTD SERVICE MAPS.	41
APPENDIX 5: PRESS.	48

EXECUTIVE SUMMARY

There was a time in history when people of the United States had a variety of options when deciding how to travel from one place to another. People often walked on sidewalks, rode bicycles, hopped a train or waited for a bus to take them to their places of employment, medical appointments or simply to do their day-to-day activities. In the years post World War II, the dependence on the automobile changed our transportation landscape and our lifestyles in the system we know today. As people became more accustomed to traveling in their personal automobiles, the demand for more government support and funding to improve our interstates and roads increased. In addition, our once heavily utilized public transportation systems began to deteriorate with lack of ridership and lack of financial support.

In more recent years, the importance for multi-modal transportation has been at the forefront of many initiatives from rebuilding the economy to protecting our environment. The use of trucks and automobiles as our primary source of transporting goods, services and people has proven to be a very costly facility. As gas prices, cost of insurance and traffic congestion increase, people are aware of the need to go back to alternative means of transportation.

Public transportation in the United States has not ceased to exist in all forms. Many agencies have transportation services embedded in the core functions of their organizations. Many of these agencies are in the health and human services field and their mission is to assist certain populations in their day-to-day needs. This could include providing a ride to the senior center for an elderly person, taking a person with a disability to a medical appointment, or taking a cancer patient to radiation or chemotherapy treatments. There are other organizations that have developed solely to provide transportation and their functions may include transporting people to and from work, assistance with after school sports leagues, as well as human service related transportation. All of these organizations have found a way to provide a service, which was once very prevalent in our country and is just as needed now for a variety of populations as it was back then.

The US Government Accounting Office, in a Report to Congress in June 2003, identified sixty-two federal programs that fund transportation. The Department of Health and Human Services has twenty-three, the Department of Labor has fifteen, the Department of Education has eight, and the Department of Transportation has six and a total of ten in other agencies. The Department of Health and Human Services and the Department of Transportation have been working together since the mid-1980's to promote increased coordinated services.

New Federal Transit Administration (FTA) guidelines require all human service related transportation providers to submit a locally developed transportation coordination plan in order to be eligible for federal funding. This new requirement has given transportation providers the opportunity to work together for the common goal of providing transportation to the transit dependent.

SECTION 1: INTRODUCTION AND PURPOSE OF THE PLAN

ROLE OF THE PLAN

On February 24, 2004, President Bush signed Executive Order 13330 on Human Services Transportation Coordination that directed multiple federal departments and agencies to work together to ensure that transportation services are seamless, comprehensive and accessible. The goal is to reduce duplication among federally-funded human service transportation services, increase the efficient delivery of such services and expand transportation access for individuals with disabilities, older adults and persons with low-incomes within their own communities.

In conjunction with Executive Order 13330, in August of 2005 Congress passed the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), reauthorizing the surface transportation act TEA 21 (the Transportation Equity Act for the 21st century). SAFETEA-LU guarantees \$244.1 billion in funding for highways, highway safety and public transportation. SAFETEA-LU represents the largest surface transportation investment in our nation's history.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21) met the nation's changing transportation needs during the term of their legislation. SAFETEA-LU builds on this foundation by supplying funds and building a framework for investments needed to maintain and grow our transportation infrastructure. SAFETEA-LU promotes efficient and effective federal surface transportation programs by focusing on transportation issues of national significance, while giving state and local transportation decision-makers flexibility for solving transportation problems in their communities.

Per the reauthorization of transportation funding under the federal transportation act of SAFETEA-LU, transit-related projects selected for funding under the following programs:

- Section 5310 Formula Program for Elderly Persons and Persons with Disabilities,
- Section 5316 Job Access and Reverse Commute (JARC), and
- Section 5317 New Freedom Program,

must be “derived from a locally developed, coordinated public transit-human services transportation plan (HSTP)” that must be “developed through a process that includes representatives of public, private and non-profit transportation and human services providers, and participation by members of the public.” These federal programs and projects derived for them must be a part of a HSTP that addresses the comprehensive mobility needs of a community.

While the plan is only required in communities seeking funding under one or more of the three specified FTA programs, a HSTP should also incorporate activities offered under other programs sponsored by Federal, State and local agencies to greatly strengthen its impact.

Transportation projects receiving funds through 5316 and 5317 federal programs will be competitively selected at the state level by the State Oversight Committee.

SAFETEA-LU REQUIREMENTS: FEDERAL TRANSIT ADMINISTRATION (FTA) PROGRAMS

ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES (SECTION 5310)

The Section 5310 program was established in 1975 as a discretionary capital assistance program. In cases where public transit was inadequate or inappropriate, the program awarded grants to private non-profit organizations to serve the transportation needs of elderly persons and persons with disabilities. FTA (then the Urban Mass Transportation Administration, UMTA) apportioned the funds among the States by formula for distribution to local agencies, a practice made a statutory requirement by the Intermodal Surface Transportation Efficiency Act (ISTEA). In the early years of the program, many of the subrecipient non-profit agencies used the vehicles primarily for transportation of their own clients. Funding for the Section 16(b)(2) program, as it was then known, ranged between \$20-35 million annually until the passage of ISTEA in 1992, when it increased to the \$50-60 million range.

ISTEA also introduced the eligibility of public agencies under limited circumstances to facilitate and encourage the coordination of human service transportation. Increasingly, FTA guidance has encouraged or required coordination of the program with other federal human service transportation programs.

In lieu of purchasing vehicles, acquisition of service in order to promote use of private sector providers and coordination with other human service agencies and public transit providers was made an eligible expense under ISTEA. Other provisions of ISTEA introduced the ability to transfer flexible funds to the program from certain highway programs and the flexibility to transfer funds from the Section 5310 program to the rural and urban formula programs.

The goal of the Section 5310 program is to improve mobility for elderly individuals and individuals with special needs throughout the country. Toward this goal, FTA provides financial assistance for transportation services planned, designed and carried out to meet the special transportation needs in all areas - urbanized, small urban and rural. The program requires coordination with other federally assisted programs and services in order to make the most efficient use of federal resources.

Federal grant money can be designated to a local subrecipient in the form of a private non-profit organization, if public transportation services are unavailable, insufficient or inappropriate; or a governmental authority that is approved by the State to coordinate services for elderly individuals and individuals with disabilities or certifies that there are no non-profit organizations readily available in the area to provide public transportation services.

Funds for the Section 5310 program are available for capital expenses as defined in Section 5302(a)(1) to support the provision of transportation services to meet the special needs of elderly persons and persons with disabilities.

JOB ACCESS AND REVERSE COMMUTE (JARC) (SECTION 5316)

The Job Access and Reverse Commute (JARC) program was established to serve welfare recipients and low-income families, helping individuals successfully transition from welfare to work and reach needed employment support services such as childcare and job training activities. JARC was established as part of the Transportation Equity Act for the 21st Century (TEA-21), passed in 1998, to address the transportation challenges faced by welfare recipients and low-income persons seeking to get and keep jobs.

With the passage of SAFETEA-LU, JARC funding is allocated by a formula to States for areas with populations below 200,000 persons, and to designated recipients for areas with populations of 200,000 persons and above. The formula is based on the number of eligible low-income and welfare recipients in urbanized and rural areas. The formula-based program is intended to provide an equitable funding distribution to States and communities as well as stable and reliable funding in order to implement locally developed, coordinated public transit-human services transportation plans. FTA continues to provide maximum flexibility to communities in designing plans and projects to meet the transportation needs of low-income individuals and welfare recipients.

The goal of the JARC program is to improve access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals throughout the country. Toward this goal, FTA provides financial assistance for transportation services planned, designed, and carried out to meet the transportation needs of eligible low-income individuals in all areas - urbanized, small urban, and rural. The program requires coordination of Federal assistance programs and services in order to make the most efficient use of Federal resources.

In rural areas or small urban areas under 200,000 in population, the designated recipient is the State agency designated by the chief executive officer of a State to receive and apportion amounts under JARC that are attributable to the State for small urban and rural areas. A subrecipient may be a local government authority, non-profit organization, or operator of public transportation services that receives a grant under JARC indirectly through a recipient. Funds are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment.

NEW FREEDOM PROGRAM (SECTION 5317)

The New Freedom Program is a new program authorized in SAFETEA-LU to support new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act (ADA) of 1990.

Individuals who are transportation-disadvantaged face different challenges in accessing services depending on whether they live in urban, rural or suburban areas. The geographic dispersion of transportation-disadvantaged populations also creates challenges for human service programs hoping to deliver transportation for their passengers.

The President has included funds for the New Freedom program in the annual budget request to Congress since FFY 2003; however, it was not until the enactment of SAFETEA-LU that Congress authorized funding. Funding was first appropriated for the transportation provision in FFY 2006. The New Freedom program is intended to fill the gaps between human services and public transportation services previously available and to facilitate the integration of individuals with disabilities into the workforce and full participation in the community.

The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The New Freedom formula grant program seeks to expand the transportation mobility options available to persons with disabilities beyond the requirements of the ADA.

In rural areas or small urban areas under 200,000 in population, the designated recipient is the state agency designated by the chief executive officer of a state to receive and apportion amounts under New Freedom that are attributable to the state for small urbanized and rural areas. A subrecipient may be a local governmental authority, non-profit organization or operator of public transportation services that receives a grant under the New Freedom program indirectly through a recipient.

The New Freedom program provides funding for capital and operating programs and services that go above and beyond what is required by the transportation section of the ADA. Programs must also be designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services.

REQUIRED ELEMENTS OF THE HSTP:

Projects competitively selected for funding shall be derived from a HSTP that minimally includes the following elements at a level consistent with available resources:

- An assessment of available services that identifies current transportation providers (public, private, and non-profit);
- An assessment of transportation needs for individuals with disabilities, older adults and people with low incomes;
- Strategies, activities and/or projects to address the identified gaps between current services and needs, as well as opportunities to improve efficiencies in service delivery; and
- Priorities for implementation based on resources, time and feasibility for implementing specific strategies and/or activities identified.

THE SPRINGFIELD URBANIZED AREA HSTP

THE SUA HSTP HAS BEEN DESIGNED TO OUTLINE:

- A tool for human service agencies and transportation providers to identify coordination opportunities;
- A context for continuing and broadening communication between human service agencies and transportation providers;
- A comprehensive listing of transportation priorities.

THE SPRINGFIELD URBANIZED AREA HSTP HAS THREE MAJOR COMPONENTS:

- Background on special needs transportation coordination in the region and a demographic profile of the Springfield Urbanized Area (SUA).
- A view of regional mobility today, analyzing transportation resources, regional origins and destinations, existing transportation services, needs, gaps and what is currently happening to coordinate services.

- A vision of mobility in the future, examining anticipated demand for service, and laying out strategic goals and objectives for the next five years.

SPRINGFIELD URBANIZED AREA ADVISORY COMMITTEE COMPOSITION

The HSTP is required to be developed and adopted through a comprehensive participation process that includes representatives from public, private and non-profit transportation and human service organizations, as well as the general public, regional planning agencies and public officials that represent the SUA.

The Springfield-Sangamon County Regional Planning Commission (SSCRPC) began developing a HSTP Advisory Committee in September of 2007. Based on previous relationships and knowledge of the area, the SSCRPC began contacting agencies and individuals to request their participation in the development of the HSTP. Agencies contacted were those that represent or provide service to individuals who have public or specialized transportation service needs, including older adults, individuals with disabilities and low income individuals, and public and private transportation providers.

After contacting several agencies and individuals seen as important stakeholders in the HSTP development process, a Springfield Urbanized Area HSTP Advisory Committee composed of six members was formed.

MEMBERSHIP AND AFFILIATION

Members	Affiliation
Kate Downing	Senior Services of Central Illinois
Robert Garee	Springfield Urban League
Eric Hansen	Springfield-Sangamon County Regional Planning Commission
Mike Howie	The Hope School Foundation
Cynthia Mester	Memorial Health Centers of Central Illinois
Pete Roberts	Springfield Center for Independent Living
Sandy Robinson	City of Springfield-Community Relations
Linda Tisdale	Springfield Mass Transit District

KEY ADVISORY COMMITTEE MILESTONES

First Meeting: November 27, 2007, Springfield-Sangamon County Regional Planning Commission, Room 212-200 S. 9th St., Springfield, IL

Purpose: To bring together a comprehensive group of transportation service providers, representatives of social service agencies that serve the target populations of the HSTP, and other people with knowledge of transportation issues in the SUA in an attempt to begin the development of the HSTP.

Agenda: See Appendix 1.

Second Meeting: December 20, 2007, Springfield-Sangamon County Regional Planning Commission, Room 212-200 S. 9th St., Springfield, IL

Purpose:

- To review the draft HSTP and make necessary changes.
- Obtain endorsement of the HSTP from the SUA HSTP Advisory Committee
- To review and evaluate project applications submitted to the SUA HSTP Advisory Committee.
- Discuss role of the SUA HSTP Advisory Committee after submittal of the HSTP and project applications to the State Oversight Committee.

Agenda: See Appendix 1.

OTHER PUBLIC INVOLVEMENT

Staff from the SSCRPC have attended and participated in several HSTP developmental and training workshops, including workshops and informational meetings held in regards to the Region 7 (rural area) HSTP. A public informational workshop was held on Wednesday, May 23, 2007 in Jacksonville, Illinois. The purpose of the workshop was to gather feedback related to the process being initiated for the development of the HSTP and Regional Transportation Committee (RTC) for Region 7. Beginning with this meeting, SSCRPC staff has worked with staff from the Western Illinois Regional Council (WIRC) and the Region 7 Coordinator to ensure that the rural and urban area plans are coordinated and complement each other. Office space at the offices of the SSCRPC is also available to the Region 7 Coordinator. Coordination with the Region 7 Coordinator and participation in the development of the Region 7 HSTP has widened the audience that the SUA HSTP can serve. Two SSCRPC staff members serve on the Region 7 RTC.

Many people from outside of the SUA travel to the SUA for various human services. In order for a HSTP to be effective in the SUA, there needs to be coordination between the urban and rural areas. The uniformity of format and consistency of goals between the two plans will help to meet the goals originally established when SAFETEA-LU required that projects from the Section 5310, 5316, and 5317 Programs must be “derived from a locally developed, coordinated public transit-human services transportation plan (HSTP)” that must be “developed through a process that includes representatives of public, private and non-profit transportation and human services providers, and participation by members of the public.”

SSCRPC staff has attended all public meetings held by the Region 7 Coordinator throughout the HSTP development process and monitored concerns and ideas presented by those in attendance. See the Region 7 HSTP for further details of these public meetings.

SUA HSTP Advisory Committee meetings are always held in accessible locations and are open to the public. Meeting notices are posted and times and dates are announced at several other open meetings including meetings of the Springfield Area Transportation Study (SATS) Policy and Technical Committees and the Springfield Mass Transit District Board.

Staff from the SSCRPC also serves on the Technical Advisory Committee of the SMTD Night Service Study. As a member of the Technical Advisory Committee, SSCRPC has gained invaluable insight into the transportation needs and wants of the SUA community. The SMTD, Central Illinois

Organizing Project (CIOP), and the night service consultant Urbitran Associates, Inc. organized several public meetings to solicit information from the public.

SURVEY INSTRUMENT

In conjunction with the open meetings of the SUA HSTP Advisory Committee, a survey was used to gather data. The survey was an abridged version of the survey designed and endorsed by the IDOT-DPIT to obtain relevant coordination information and opinion of stakeholders (refer to Appendix 2). Staff at the SSCRPC conducted the survey via telephone and received responses from 15 current transportation providers and agencies/organizations that have a need for transportation services for their clientele/customers. Surveys were administered in October of 2007. Of the 15 respondents, 5 indicated that they provide vehicular transportation services. Survey responses are included in Appendix 3.

UPDATES

The planning horizon is 2007-2011. Periodic updates to the plan are anticipated. It is recommended that the plan be reviewed for updates using the following benchmarks:

- Federal or state policy that impacts access to services
- Local changes that affect the service
- Periodic review and update, including a review and update every two years

SECTION II: INVENTORY

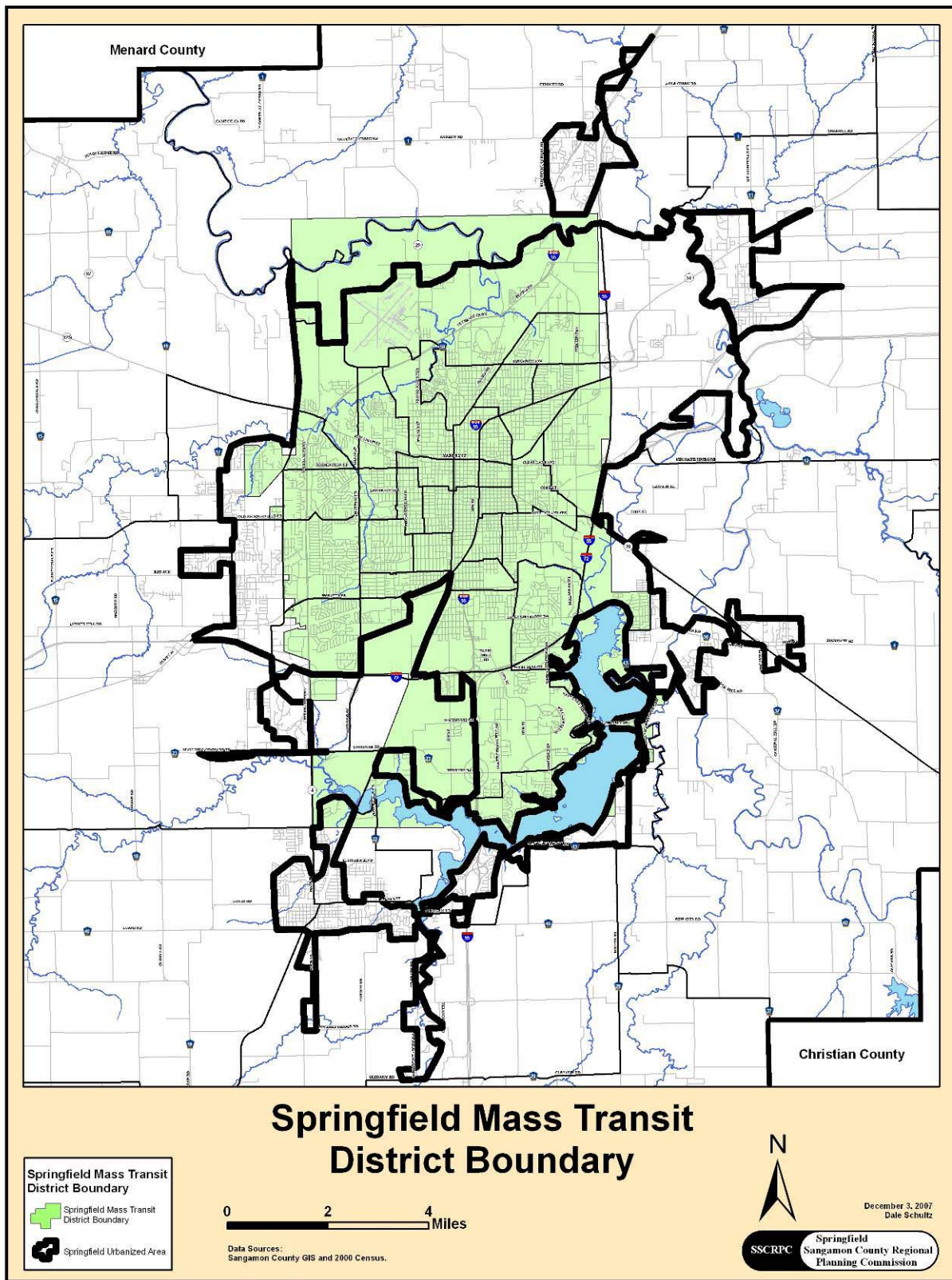
EXISTING TRANSPORTATION SYSTEMS IN THE SUA

This section of the plan provides an inventory of what agencies, organizations and businesses are currently providing transportation to their clientele or consumers within the SUA. A thorough description of the services provided by SMTD, the only public transit system in the SUA is included in this section. Other transportation services that operate within the region will be discussed to a lesser extent, as well as agencies and businesses that provide transportation assistance to their own clientele. The list below should not be thought of as a definitive list of what transportation is provided within the SUA, it only encompasses initial rounds of research and the information gathered during the phone survey conducted in October. Identifying organizations and businesses that provide transportation services will be an ongoing effort.

PUBLIC TRANSIT PROVIDERS

The SMTD is the only public transit operator in the SUA. The SMTD was created in 1968 by referendum and is governed by a 7-member board. The service area includes the City of Springfield and 3 surrounding townships, which have a combined urbanized population of 131,246 and covers a service area of 72 square miles. A map of the service area can be found on the following page. Service to residents with disabilities is provided by Access Springfield, operated by SMTD. Information about other transportation service providers is included in Appendix 3: Survey Results.

FIGURE 1. SMTD SERVICE AREA.



FLEET INFORMATION

The mainline and paratransit vehicle rosters found on pages 15 and 16 respectively, are shown as they appeared in the Springfield Area Transportation Study's (SATS) Fiscal Years 2008-2011 Transportation Improvement Program. As seen in the mainline vehicle roster, all but seven mainline vehicles are equipped with wheelchair ramps and are accessible to disabled persons without wheelchairs as well. Of those vehicles without ramps, six are 1984 models and one is a 1987 model. These vehicles are now over 20 years old and in several cases have accumulated over 500,000 miles each. The longer the SMTD must keep these buses in service, the less efficient they become due to costly maintenance and lower fuel efficiency compared to newer models.

HOURS OF OPERATION

The SMTDs current hours of operation are 6:00am to 6:00pm Monday through Saturday. In addition, on December 3, 2007, the SMTD began a night service pilot program that runs from 6:45pm to 11:45pm. A system-wide map of the daytime service and individual route brochures for night service can be found in Appendix 4 of this document.

SECTION 5310 ELDERLY AND DISABLED PROGRAM CAPITAL ASSISTANCE PROGRAMS

Currently the SUA has five organizations that have 5310 Program vehicles. They are as follows:

- Springfield Mass Transit District
- Capitol Retirement Village
- The Hope School
- Senior Services of Central Illinois
- Mental Health Centers of Central Illinois

TABLE 1. MAINLINE VEHICLE ROSTER.

MAINLINE VEHICLE ROSTER - SMTD						
Vehicle Number	Year	Make	Features	No. of Seats	Mileage 03/06/2007	Date in Service
8448	1984	GMC RTS	No Lift	39	510,180	11/28/1983
+ 8749	1987	TMC RTS	RL	35	96,249	03/27/2003
> * 8451	1984	GMC RTS	No Lift	35	555,055	11/28/1983
* 8452	1984	GMC RTS	RRL	35	503,970	11/28/1983
* 8453	1984	GMC RTS	RRL	35	513,627	11/28/1983
> * 8454	1984	GMC RTS	No Lift	35	525,691	11/28/1983
8455	1984	GMC RTS	No Lift	39	509,327	11/28/1983
8457	1984	GMC RTS	No Lift	39	499,509	11/28/1983
> * 8459	1984	GMC RTS	No Lift	35	497,791	11/28/1983
+ 8760	1987	GMC RTS	No Lift	35	52,825	05/30/2003
8963	1989	TMC RTS	RL	35	597,043	02/29/1989
8964	1989	TMC RTS	RL	35	570,591	02/29/1989
8965	1989	TMC RTS	RL	35	580,907	02/29/1989
8966	1989	TMC RTS	RL	35	552,172	02/29/1989
8967	1989	TMC RTS	RL	35	592,407	02/29/1989
8968	1989	TMC RTS	RL	35	541,595	02/29/1989
8969	1989	TMC RTS	RL	35	592,724	02/29/1989
8970	1989	TMC RTS	RL	35	581,225	02/29/1989
8971	1989	TMC RTS	RL	35	585,654	02/29/1989
+ 8773	1987	GMC RTS	RL	35	31,447	04/07/2005
+ 9077	1990	TMC RTS	RL	35	31,190	10/20/2005
+ 9078	1990	TMC RTS	RL	35	39,877	09/19/2005
+ 9080	1990	TMC RTS	RL	35	29,703	09/12/2005
+ 9083	1990	TMC RTS	RL	35	35,827	10/18/2005
+ 8784	1987	GMC RTS	RL	35	39,118	09/29/2005
9685	1996	New Flyer	FR	30	270,633	04/04/1997
9686	1996	New Flyer	FR	30	242,439	04/04/1997
9687	1996	New Flyer	FR	30	254,602	04/04/1997
9688	1996	New Flyer	FR	30	265,488	04/04/1997
9689	1996	New Flyer	FR	30	242,319	04/04/1997
9690	1996	New Flyer	FR	30	239,849	04/04/1997
9691	1996	New Flyer	FR	30	230,909	04/04/1997
2001	2000	New Flyer	FR	30	177,361	05/31/2000
2002	2000	New Flyer	FR	30	186,413	05/31/2000
2003	2000	New Flyer	FR	30	165,999	05/31/2000
2004	2000	New Flyer	FR	30	186,179	05/31/2000
2005	2000	New Flyer	FR	30	176,434	05/31/2000
2006	2000	New Flyer	FR	30	185,919	05/31/2000
2007	2000	New Flyer	FR	30	181,503	05/31/2000
2008	2000	New Flyer	FR	30	184,410	05/31/2000
2009	2000	New Flyer	FR	30	184,154	05/31/2000
2010	2000	New Flyer	FR	30	186,870	05/31/2000
2011	2000	New Flyer	FR	30	189,032	05/31/2000
0301	2003	New Flyer	FR	30	96,508	12/09/2003
0302	2003	New Flyer	FR	30	89,324	12/09/2003
0303	2003	New Flyer	FR	30	96,764	12/09/2003
0304	2003	New Flyer	FR	30	86,355	12/09/2003
0305	2003	New Flyer	FR	30	96,449	12/09/2003
0306	2003	New Flyer	FR	30	90,075	12/09/2003
0307	2003	New Flyer	FR	30	93,575	12/09/2003
0501	2005	EIDorado	RL	26	21,543	12/20/2005
0502	2005	EIDorado	RL	26	22,697	12/20/2005
0503	2005	EIDorado	RL	26	21,872	12/20/2005

* Wheelchair retrofit

1993 - 8451, 8459

1994 - 8452, 8453, 8454

> * 8451, 8454, and 8459 are no longer wheelchair accessible. Cannot be maintained or repaired.

Features

FL - Front Lift, 2 tie-downs

RL - Rear Lift, 2 tie-downs

RRL - Retrofitted Rear Lift, 2 tie-downs

FR - Front Ramp, 2 tie-downs

+ Used buses, mileage reflects only SMTD mileage, not accumulative.

Note: All buses have kneeling feature and reserved seats for elderly/disabled.

TABLE 2. PARATRANSIT VEHICLE ROSTER.

PARATRANSIT VEHICLE ROSTER - SMTD Access Springfield
(All Vehicles are Lift-Equipped)

Vehicle Number	Year	Make	Model	Seats*	Mileage 4/16/2007	Date in Service	Year Eligible to Replace
131	1998	Ford Eldorado	E400	14 (4 + 4 TD)	231,499	11-09-98	2007 / 150,000 mi
132	1998	Ford Eldorado	E400	14 (4 + 4 TD)	222,701	11-09-98	2007 / 150,000 mi
● 133	1999	Ford Eldorado	E450	14 (4 + 4 TD)	222,306	08-16-99	2008 / 150,000 mi
● 134	1999	Ford Eldorado	E450	14 (4 + 4 TD)	202,173	09-16-99	2008 / 150,000 mi
135	1999	Ford Eldorado	E450	14 (4 + 4 TD)	182,845	09-16-99	2008 / 150,000 mi
136	1999	Ford Eldorado	E450	14 (4 + 4 TD)	152,895	11-23-99	2008 / 150,000 mi
137	2000	Ford Eldorado	E450	14 (4 + 4 TD)	124,967	11-29-00	2009 / 150,000 mi
138	2000	Ford Eldorado	E450	14 (4 + 4 TD)	104,288	11-29-00	2009 / 150,000 mi
139	2000	Ford Eldorado	E450	14 (4 + 4 TD)	91,859	11-29-00	2009 / 150,000 mi
140	2003	Ford Eldorado	E450	14 (4 + 4 TD)	56,755	09-24-03	2012 / 120,000 mi
141	2003	Ford Eldorado	E450	14 (4 + 4 TD)	36,272	02-20-04	2012 / 120,000 mi
142	2003	Ford Eldorado	E450	14 (4 + 4 TD)	20,589	02-20-04	2012 / 120,000 mi
143	2003	Ford Eldorado	E450	14 (4 + 4 TD)	13,463	04-07-04	2012 / 120,000 mi
☒ 144	1998	Ford Eldorado	E450	14 (14 + 0 TD)	22,041	05-01-05	NA
● 145	2005	Ford Eldorado	E450	14 (4 + 4 TD)	1,315	11-04-05	2014 / 150,000 mi
● 146	2005	Ford Eldorado	E450	14 (4 + 4 TD)	877	11-04-05	2014 / 150,000 mi
Active Fleet		12	Total	196 (64 +60 TD)	1,886,445		
Spares		0	Average	14 (4 + 3.75 TD)	105,403		
Peak Hour		9 (75%)	Minimum	14 (4 + 0 TD)	877		
Lifts		11 (92%)	Maximum	14 (4 + 4 TD)	231,499		
● These buses used for the RMC (Regional Maintenance Center)				Life cycle = 150,000 miles or 9+ years			
☒ Leased Vehicle (no lift)				* Seating capacity reduced when tie-down (TD) in use.			

HISTORY OF COORDINATION

What Is Coordinated Transportation?

Coordinated transportation is when multiple organizations work together to their mutual benefit to gain economies of scale, eliminate duplication, expand service and/or improve quality of service in order to better address transportation needs of individuals that the agencies serve.

Coordination Opportunities:

Coordination of transit services could include anything from simple sharing of training resources to full integration of services. The appropriate level of coordination must be determined on a case-by-case basis. In general, there are four levels of equipment and facilities coordination:

1. Communication: Involves recognizing and understanding problems, and discussing possible solutions between individuals from various agencies who are in a position to influence transportation developments within their jurisdiction.
2. Cooperation: Involves working together in a cooperative way, with individuals or agencies retaining their separate identities. This can be sharing of training resources, vehicle procurement or fuel contracts, or arranging a ride for a client using a different service.
3. Coordination: Involves bringing together independent agencies to act together to provide a smooth interaction of separate transportation systems. Individual provider funds, equipment, facilities, and services are used in concert to enhance delivery and efficiency of services. Agencies retain their individual identities. Examples of coordinating transportation include:
 - Identifying barriers to coordination in the regulatory environment and advocating for change.
 - Making greater use of technology to match transportation users to transportation providers and trip scheduling.
 - Finding ways to group riders on the same vehicle even when they are sponsored by different funding agencies.
 - Leveraging purchasing power for vehicles, fuel, maintenance or training.
 - Sharing training resources.

Regardless of the type of coordination, it should involve consultation with a broad range of stakeholders, such as transportation providers, human service agencies and people with special transportation needs.

4. Consolidation: Involves joining together or merging agencies for mutual advantage. This is a fully integrated system, and individual agency identity is no longer maintained. Because each community and region is unique, the appropriate level of coordination is what project partners are comfortable with, and what is best for the customer.

PREVIOUS EFFORTS IN THE SUA:

In October of 1994 the SSCRPC prepared the Springfield Coordinated Paratransit Services Study. The goal of the study was to determine whether some level of coordinated paratransit service was feasible in the Springfield area. The Springfield-Sangamon County Regional Planning Commission determined that paratransit service coordination was feasible in Springfield, Illinois.

In 1993, prior to the publishing of this study, the SMTD provided paratransit service through a contract with the American Red Cross. On July 1, 1993, the service was brought in-house and has operated as Access Springfield ever since. The operation has been successful since its inception.

During the time the American Red Cross operated paratransit service, average weekly ridership was 350. In 1993 Access Springfield began service operating with six vehicles during the AM shift and six vehicles during the PM shift. Access Springfield now operates with 8 vehicles during the AM shift and nine vehicles in the PM shift. Ridership during the first month of operation for Access Springfield in 1993 was 2,385. Average monthly ridership to date in FY-2008 is 4,527. This is one of the major examples of transit coordination in the SUA and how coordination can lead to improved and expanded services.

The coordination options established in 1994 mirror those that are being presented today. The 1994 report indicated that the data collected during the development of the report “support the following areas of coordination: vehicle sharing, volume purchases of vehicle-related items such as parts and maintenance, group vehicle insurance, and joint Section 16 grant applications.” 13 years have passed since the Springfield Coordinated Paratransit Services Study was conducted, but the same elements are applicable to the HSTP being developed in 2007.

SECTION III: NEEDS ASSESSMENT

DEMOGRAPHIC ANALYSIS

The SUA is located in central Illinois and encompasses the state capital, Springfield. Other municipalities included in the SUA are: Chatham; Clear Lake; Jerome; Leland Grove; Riverton; Rochester; Sherman; and Southern View. The SUA has a total population of 153,543.

Persons 65 years and older represent 21,865 or 14.2% of the area’s population. Based on income levels in 1999, 15,669 people were determined to be below the poverty level, this is 10.2% of the total population. The 2000 Census reported that there were 25,569 persons with a disability (over 5 years of age) in the SUA. The 2000 Census also reported that there were 6,153 households in the SUA with zero vehicles available.

TABLE 3. DEMOGRAPHIC DATA FOR THE SUA.

Geography	Total Population	Population 65 Years of Age and Over	Disabled Persons 5 Years of Age and Over	Disabled Persons 65 Years of Age and Over	Population for whom poverty status is determined: Income in 1999 below poverty	Population for whom poverty status is determined: Income in 1999 below poverty level; 65 years of age and over	Households with Zero Vehicles Available	Households with Zero Vehicles Available and Householder is 65 Years of Age or Over
Springfield, IL Urbanized Area	153,543	21,865	25,569	8,170	15,669	1,802	6,153	2,477

Source: US Census Bureau, 2000.

This section of the demographic analysis will include a brief description of the maps on the following pages and identify where the HSTP target populations reside in the SUA. Figure 2 displays the distribution of persons 65 years of age or over in the SUA. This population is fairly evenly distributed in the central section of the SUA, with some clustering in the western section of the SUA. Figure 3 shows the distribution of disabled persons five years of age or older in the SUA. The data points appear to be most heavily concentrated in the central portion of Springfield and then begin to be more sparsely distributed towards the edges of the SUA. Figure 4 appears to depict the same trend for people with disabilities 65 years of age or older as shown in Figure 3, simply in fewer quantities. The distribution of the population below poverty level is shown in Figure 5. It is clearly evident that a majority of the population living below the poverty level resides on the east side of Springfield; this is where the largest clustering of data points is observed. The distribution of those persons 65 years of age and older and living below poverty level (Figure 6) is fairly sparse. While several data points do exist on the east side, the distribution appears to be more equally spread throughout the SUA in this figure. Figures 7 and 8 display data representing vehicle ownership. Households with zero vehicles are most densely concentrated in the central section of the City of Springfield and then begin to break up more, moving towards the edges of the SUA. Figure 8, which addresses age in addition to vehicle ownership exhibits the same pattern as Figure 7, but with fewer data points. Based on the census data presented in the table above and the maps below, the inference can be made that the need for public transportation is most evident in the central section of the City of Springfield, most notably the east side. Other areas of the SUA contain residents who fall in the categories that address the target populations of the HSTP, but none to a degree such as that of the central and eastern sections of the City of Springfield.

The maps on the following pages represent the target populations (elderly, disabled and low-income) by census tract. This information will help to recognize needs as they relate to identifiable gaps in service.

FIGURE 2. POPULATION AGE 65 AND OVER.

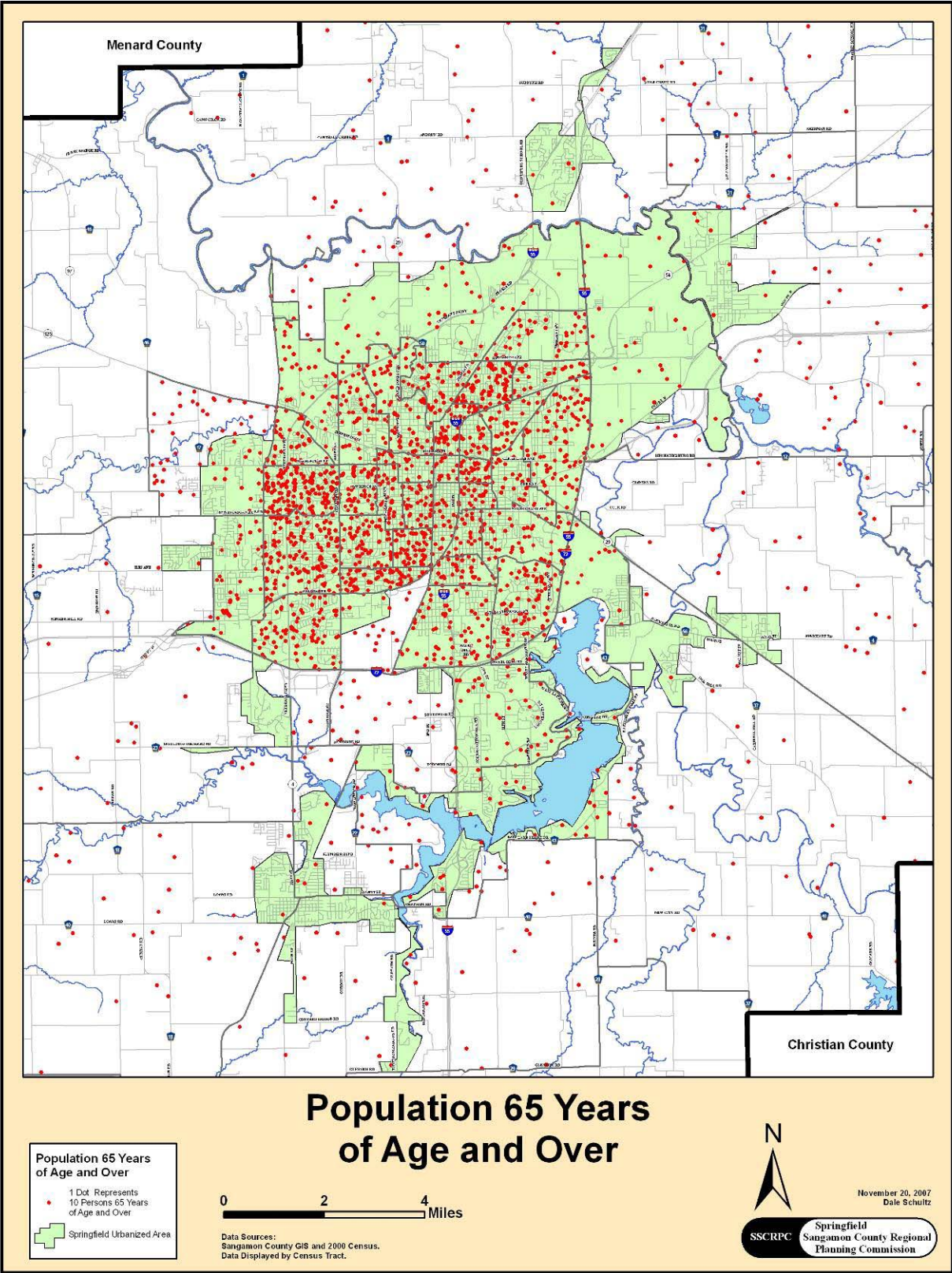


FIGURE 3. DISABLED PERSONS 5 YEARS OF AGE OR OLDER.

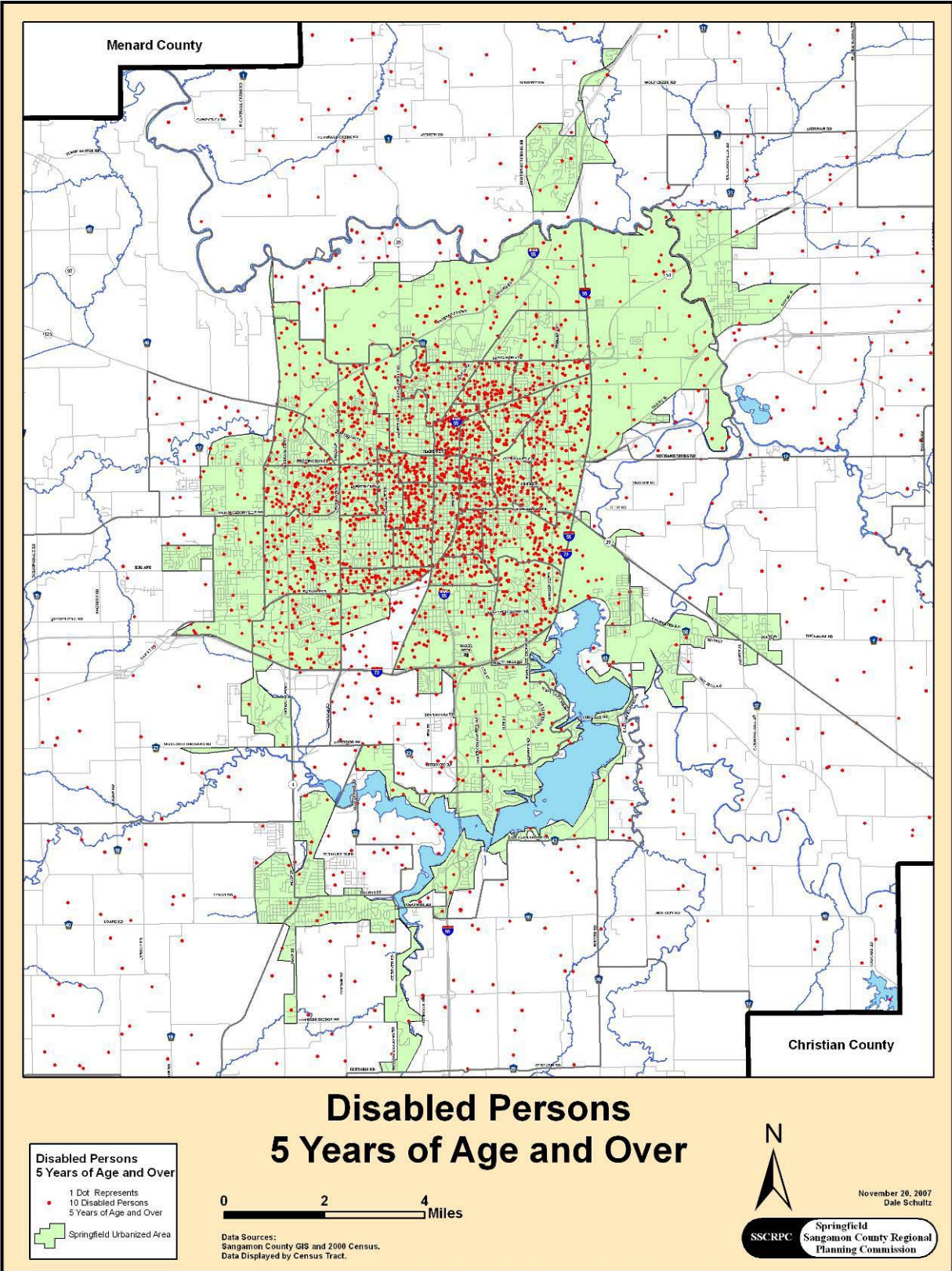


FIGURE 4. DISABLED PERSONS 65 YEARS OF AGE OR OLDER.

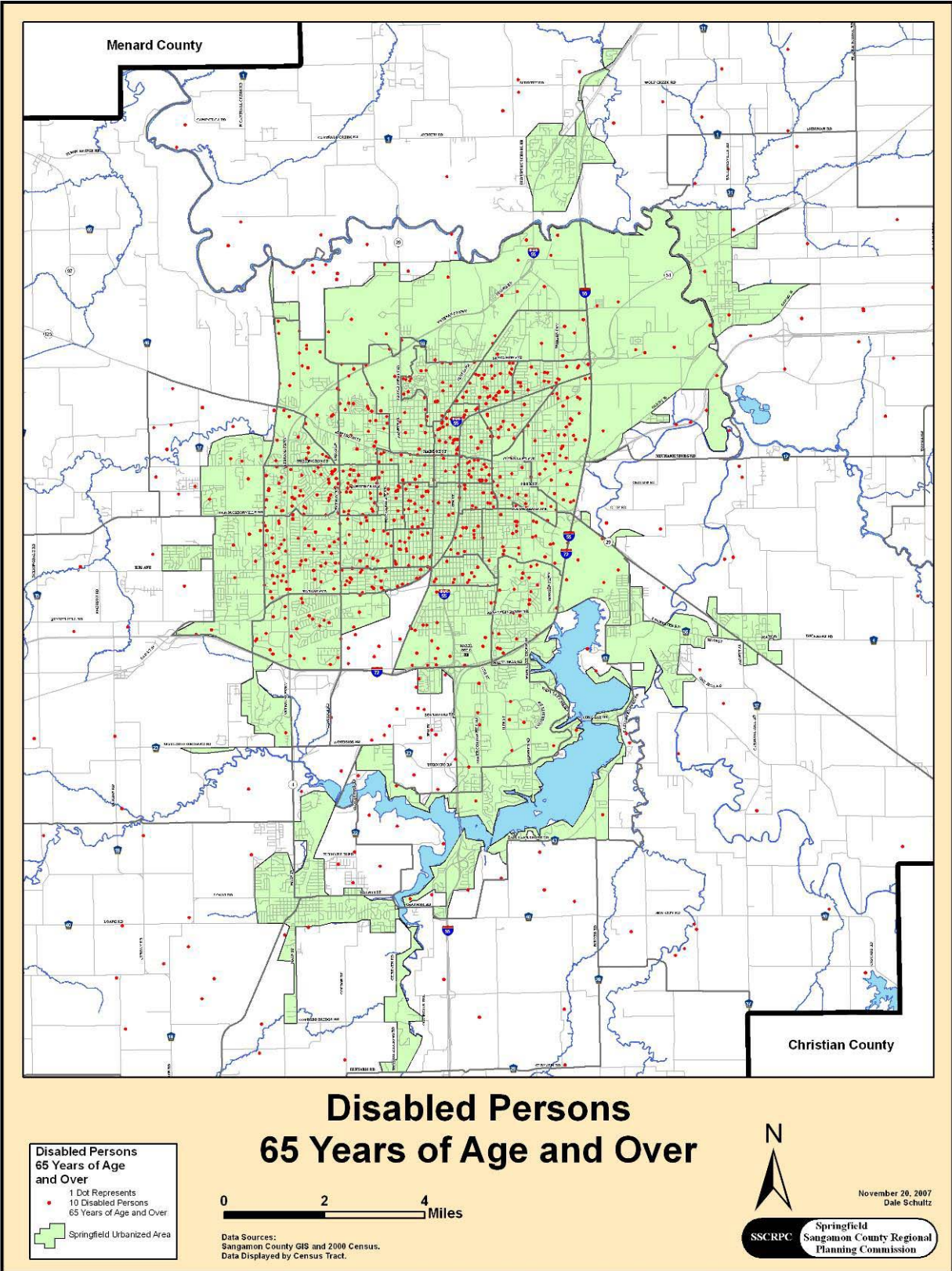


FIGURE 5. POPULATION BELOW POVERTY LEVEL.

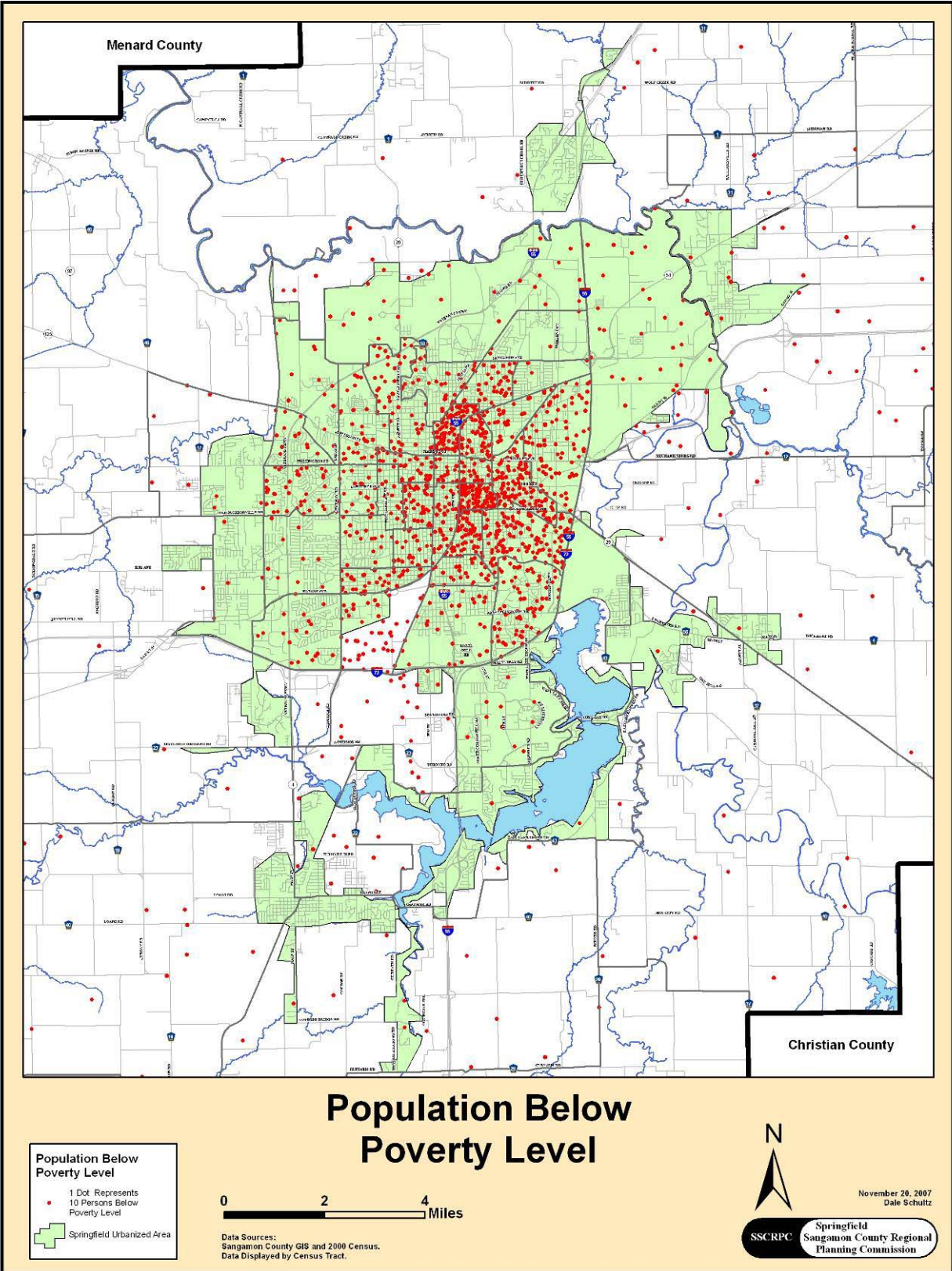


FIGURE 6. POPULATION 65 YEARS OF AGE AND OVER, BELOW POVERTY LEVEL.

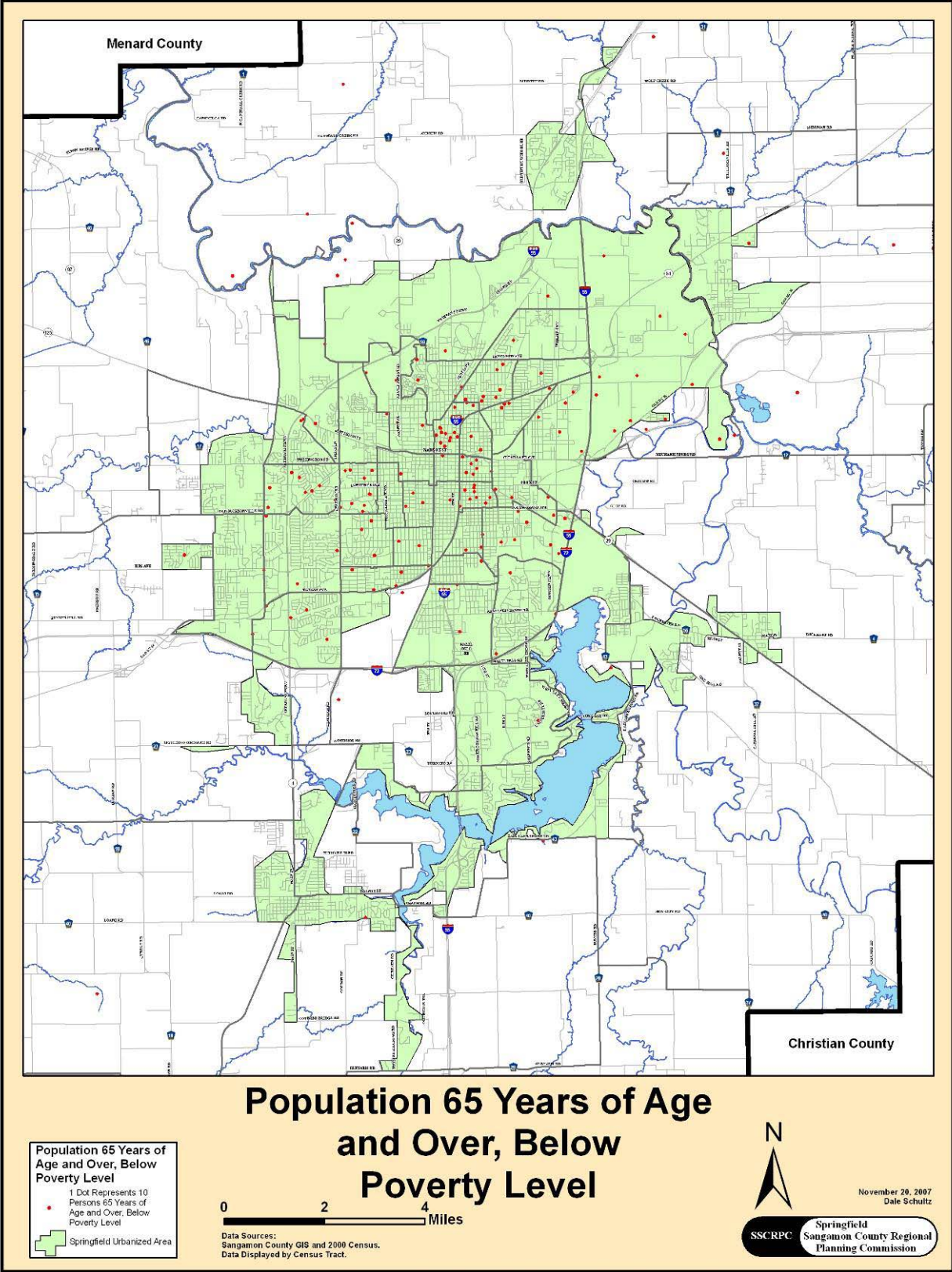


FIGURE 7. HOUSEHOLDS WITH ZERO VEHICLES.

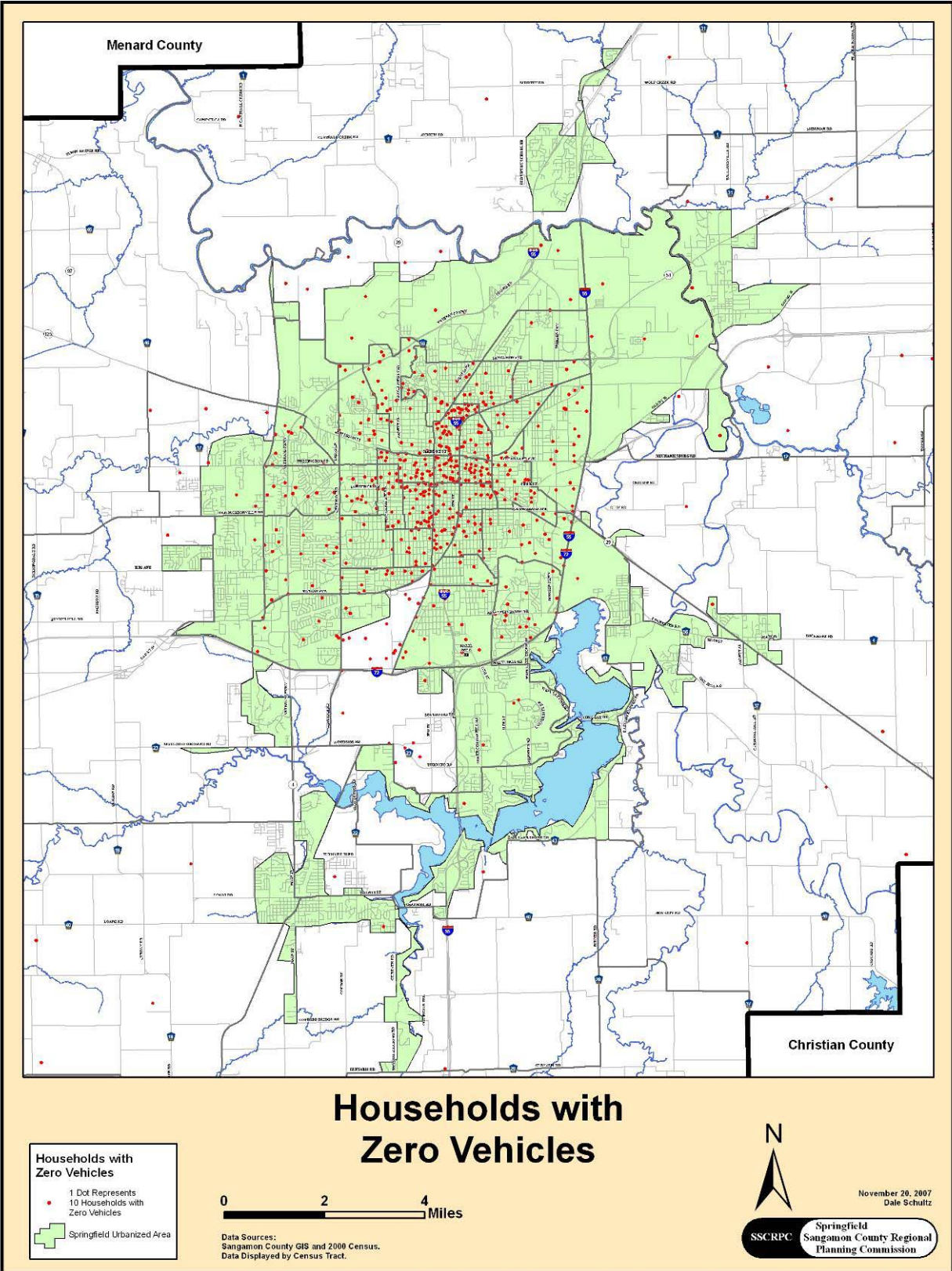
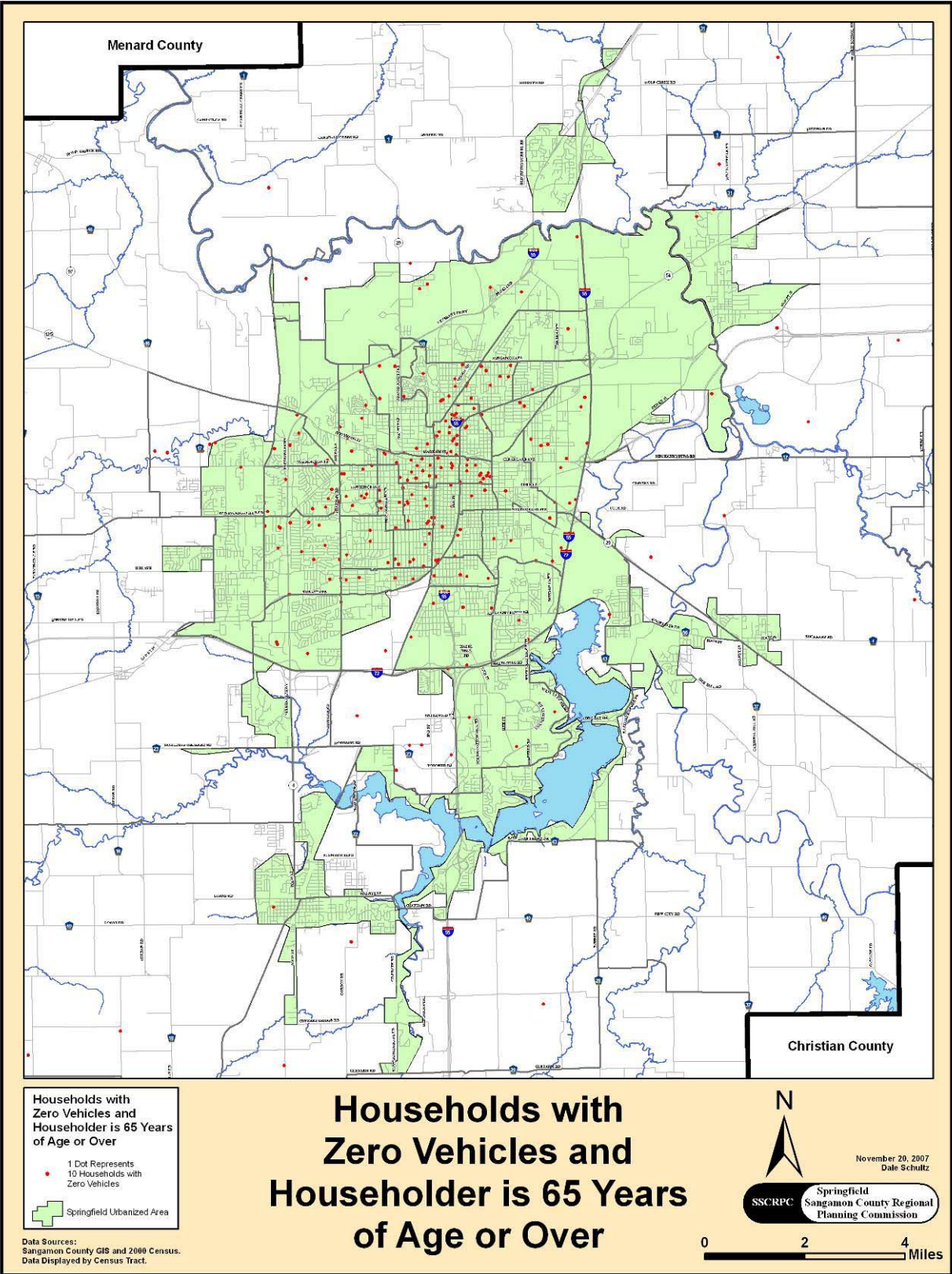


FIGURE 8. HOUSEHOLDS WITH ZERO VEHICLES AND HOUSEHOLDER IS 65 YEARS OF AGE OR OLDER.



SECTION IV: GAP ANALYSIS

IDENTIFICATION OF GAPS IN SERVICE

Gaps in service in the SUA have been covered in detail by the local press. On December 3, 2007, SMTD began its night bus service pilot program. Prior to the pilot program, SMTD operated from 6:00am to 6:00pm (Monday – Saturday) with complimentary paratransit service provided by Access Springfield during the same hours. The pilot program consists of 3 fixed routes, as well as paratransit service (throughout the entire district), running from 6:45pm – 11:45pm (Monday – Friday) that each cover large segments of the SUA. The service is being funded by a \$370,000 federal grant, but that money is only expected to sustain the service for seven to nine months. In order to continue night service, the SMTD will need to find a source of funds that will sustain the service after the grant money is exhausted. Ridership is the driving factor behind the availability of future funds; if night service experiences high levels of ridership, the SMTD is more likely to find a new source of funding, but even if ridership exceeds all expectations, there is no guarantee that the service will be continued.

There has been a push for several years in the SUA for night service; advocates often cite the need for the transportation disadvantaged to have access to transportation to reach night time jobs, educational opportunities, entertainment, social functions, and shopping destinations. Included in Appendix 5 are just some of the articles that have been printed in the State Journal Register in 2007 that relate to night service. While night service is in place, other gaps still exist.

The current fixed route hub/transfer center is an on-street facility. The SMTD is currently planning for an off-street multi-modal center that would seek to locate SMTD buses, interstate train service, taxi, shuttle, and rental car services all at the same location. There are still several more phases to be completed and years to come before a multi-modal center in the SUA is a reality. Several articles published in the State Journal Register have been included in Appendix 5 at the end of this document.

Permanent night service and the need for an off-street transit center are two gaps in service in the SUA that have captured the public's attention at this time. Both cases are well documented and examples of this documentation are included in Appendix 5 at the end of this document.

A lower profile, but equally important gap in service is associated with the growing use and need of paratransit services provided by Access Springfield. At the time of writing, Access Springfield has approximately 1800 registered ADA eligible riders. The current monthly average ridership in FY-2008 is 4,527. Trips are currently scheduled manually by Access Springfield staff. Current ridership warrants the implementation of trip scheduling software and anticipated increases in ridership will only exacerbate the need. The SMTD has submitted a JARC Application requesting funds to acquire a dispatch/scheduling system that will help to make the trip scheduling system more efficient. Efficiency in scheduling can help to improve the level of service provided by Access Springfield. With an electronically driven dispatch/scheduling system, Access Springfield may be able to schedule more rides, reduce trip times, reduce fuel costs and improve overall service.

In addition to the need for dispatch/scheduling software, Access Springfield and the SMTD could greatly benefit from a system that would provide for escorts to accompany disabled users during their trips. Disabled persons unable to employ a personal aide can find it difficult to use public transportation by themselves. Current funding does not allow for the SMTD to hire escorts for disabled passengers and volunteer programs are often difficult to operate due to liability issues.

Escort service for disabled passengers is another gap that the SMTD and Access Springfield would like to address.

Through continual effort made by the Advisory Committee and the SSCRPC, it is hoped that other gaps that exist can be discovered and addressed. A coordinated transportation system in the SUA will benefit current and future users.

OPERATION EFFICIENCY, NEEDS AND GAPS: LACK OF FUNDING

Coordination results in efficiencies, which in turn result in a lower cost-per-unit of service. Building infrastructure for coordination requires an upfront investment. Without this investment, communities cannot do work, invest in technology or build community infrastructure to realize efficiencies. Effective coordination builds on existing resources and infrastructure utilizing fixed-route transit systems as the backbone and filling in transportation gaps with other community transportation services. Current funding is insufficient to meet needs for expanding fixed-route service and equivalent paratransit service.

IDENTIFICATION OF SERVICE DUPLICATION

Various sources of funding restrict different transportation services to specific populations for specific purposes. This results in service duplication and redundancy in multiple areas, including:

- Vehicles from different agencies may be traveling in the same corridor at the same time, but offer different services and can not pick up additional riders.
- Schools, transit systems and other providers operate their own training programs for drivers.
- Schools, transit systems and other transportation providers have their own in-house maintenance programs for vehicles.
- Transit systems, senior programs and other agencies each have their own call center for people to call to arrange for transportation.
- Schools, transit systems and community providers purchase vehicles and equipment individually.
- Each transportation system has different eligibility requirements. A person who may qualify for more than one type of service may need to apply for several different programs, with each having different requirements and processes.

SECTION V: STRATEGIES/IMPLEMENTATION

The objective of the HSTP is to provide a framework for improvements to current transportation systems. Strategies addressed in this plan are determined to be the most effective way to provide transportation services to those in need, while increasing efficiency and making the best use of available resources. These efforts cannot be accomplished by any one agency – it will require participation by multiple human-service agencies, transit providers, transit passengers, planners and the community at large to accomplish these objectives. The following strategies and recommendations were identified during development of this plan. Note that strategies are short-range and are based on a 1 – 5 year horizon:

SHARE USE OF VEHICLES

A primary goal in SAFETEA-LU is shared usage of vehicles. In the SUA, like most areas, this is a difficult issue due to the fact that most agencies are seeking more vehicles rather than split use of existing vehicles. An alternative is to loan a vehicle and a driver who is properly trained on equipment, but with the increasing demand on specialized transportation there are often not enough vehicles or drivers to loan.

REQUIRE FAST DELIVERY OF VEHICLES

FTA Section 5310 grant recipients are experiencing delays of up to two years in receiving vehicles from the state procurement process. This creates costly repairs on vehicles that have reached their useful life. IDOT-DPIT is the agency responsible for administering the FTA 5310 vehicle procurement process.

REDUCE OPERATING COSTS

Cooperative purchasing programs could help reduce operating costs for transit providers. Several transit providers in the State currently purchase fuel at a reduced rate from a county's fleet maintenance facility. This type of cooperative purchasing could include contracts with other vendors for operating supplies such as tires and parts.

CREATE TRANSIT FRIENDLY AMENITIES

Studies show that older adults may be more likely to take public transportation if they feel safe walking to a bus stop, and if travel information is easy to obtain. Improvements to facilities and amenities at transfer stations can provide a "user friendly" environment for riders. The Advisory Committee recommendation is for transit providers to identify special needs and incorporate these needs into capital improvements and facility upgrades such as benches and bus shelters. Joint use and sponsorship of bus shelters should be considered to increase "user friendly" transit stops throughout the SUA and reduce costs to individual agencies. This goal requires additional funds that are currently not available to most transit providers.

INCREASE PUBLIC AWARENESS OF TRANSIT THROUGH OUTREACH AND MARKETING STRATEGIES

Informing the community on human services transportation and special transportation needs requires marketing and direct outreach to the community. Possible strategies for increasing public awareness and outreach may include:

- Transportation providers could contact medical offices within the community to discuss how they can work together to meet the community's needs. Public transportation can improve a patient's mobility, thus reducing costly emergency care. Accurate service referral assistance to

riders and caseworkers helps riders to choose a transportation mode that best meets their needs. Transportation referrals should be available on websites and by telephone contact.

- Non-emergency medical transportation providers could establish a committee to inform healthcare providers on mobility options in the community.
- The Advisory Committee could provide a current list of transit providers to the Department of Motor Vehicles to distribute to individuals and/or seniors who lose their driver's license.
- Transit providers and human-service agencies with Internet websites could include web links to other transportation providers and services. Additionally, it is recommended that transit providers and human-service agencies maintain an updated community resource file for transit referrals.

INCREASE REVENUE RESOURCES

One core issue for any public or private transit provider is funding. Capital cost for vehicles, passenger amenities, facility improvements, operating equipment and advanced technology require significant funding. It is recommended that the Advisory Committee and other local agencies enlist assistance from transit advocacy groups such as United We Ride, the American Public Transit Association and the Illinois Public Transportation Association to advocate for new and expanded funding resources.

DEVELOP VOLUNTEER DRIVER AND ESCORT PROGRAMS

Volunteers escort clients to their appointments and offer support and encouragement. Often they provide the link to a better life by helping them to access the resources that can help them out of poverty or resolve a medical need. It is recommended that the Advisory Committee research resources available to fund volunteer driver and escort programs and seek potential agencies to administer volunteer driver and escort programs.

REDUCE INTER-JURISDICTIONAL TRANSPORTATION RESTRICTIONS

An efficient coordination process must be established and maintained for identifying, reviewing and resolving concerns in the SUA. Performance measures and goals that will be developed in future updates of the SUA HSTP should be adopted into long-range planning documents and development review policies and standards. It is recommended that the Advisory Committee, in conjunction with the SSCRPC and WIRC (Region 7 advisors), actively participate in human service transportation planning processes of the SUA to ensure planning efforts are coordinated, not only within the SUA, but with areas contiguous to the SUA such as the counties and communities included in the Region 7 HSTP. SATS will also be kept apprised of all HSTP planning activities.

SECTION VI: PROGRAM OF PROJECTS (POP)

2008 Consolidated Vehicle Procurement Program of Projects

Amended to Springfield Urbanized Area HSTP June 24, 2008

Submitted by: Springfield-Sangamon County Regional Planning Commission

APPLICANT	PROJECT TYPE	PROJECT DESCRIPTION	UNIT COST	TOTAL COST
The Hope School Foundation	Capital Rolling Stock	1 Light Duty Paratransit Vehicle (w/lift)	\$50,000.00	\$50,000.00
Springfield Mass Transit District	Capital Rolling Stock	3 Medium Duty Paratransit Vehicles (w/lift)	\$58,000.00	\$174,000.00
Mental Health Centers of Central Illinois	Capital Rolling Stock	1 Mini-Van (w/ramp)	\$36,000.00	\$36,000.00
Senior Services of Central Illinois	Capital Rolling Stock	2 Mini-Vans (w/ramp)	\$36,000.00	\$72,000.00
Total Funding Requested				\$332,000.00

Job Access and Reverse Commute FFY 06 - 07 Program of Projects

Submitted by: Springfield-Sangamon County Regional Planning Commission

APPLICANT	PROJECT TYPE	PROJECT DESCRIPTION	FED SHARE	LOCAL SHARE	TOLL REVENUE CREDITS	TOTAL COST
Springfield Mass Transit District	Capital Non-Rolling Stock	Purchase, installation, training, and implementation of an automated dispatching/scheduling system for Access Springfield	\$ 88,000.00	\$ -	\$ 22,000.00	\$ 88,000.00
Total Funding Requested			\$ 88,000.00	\$ -	\$ 22,000.00	\$ 88,000.00

FTA Section 5310 PARATRANSIT PROJECTS HSTP Project List

FY/2008-2011 CAPITAL PROJECTS

Mo/Yr Grant Appl	Year & Project #	Imple- Menting Agency	Project Description	# of Units	Unit Cost \$	Total Cost \$	FTA Share (80%)	IDOT Share (20%)	Notes
4/06	2006 1	SMTD	Medium-duty vehicle with lift; replace 1 - 1998 van	1	75,000	75,000	75,000	TRC *	A
4/06	2006 2	SMTD	Medium-duty vehicle with lift; replace 1 - 1998 van	1	75,000	75,000	75,000	TRC *	A
4/06	2006 3	SMTD	Medium-duty vehicle with lift; replace 1 - 1999 van	1	75,000	75,000	75,000	TRC *	A
4/06	2006 4	SMTD	Medium-duty vehicle with lift; replace 1 - 1999 van	1	75,000	75,000	75,000	TRC *	A
4/06	2006 5	SMTD	Medium-duty vehicle with lift; replace 1 - 1999 van	1	75,000	75,000	75,000	TRC *	A
4/07	2007 1	SMTD	Medium-duty vehicle with lift; replace 1 - 1999 van	1	78,750	78,750	78,750	TRC *	A
FY/2006 - 2007 TOTALS						453,750	453,750	TRC *	
4/08	2008 1	SMTD	Medium-duty vehicle with lift, replace 1 - 1999 van	1	82,700	82,700	82,700	TRC *	A
4/09	2009 1	SMTD	Medium-duty vehicle with lift, replace 1 - 2000 van	1	86,850	86,850	86,850	TRC *	A
4/10	2010 1	SMTD	Medium-duty vehicle with lift, replace 1 - 2000 van	1	91,200	91,200	91,200	TRC *	A
4/11	2011 1	SMTD	Medium-duty vehicle with life, replace 1 - 2000 van	1	95,760	95,760	95,760	TRC *	A
FY/2008 - 2011 TOTALS						356,510	356,510	TRC *	

Note: IDOT-DPIT is accepting applications for FY 2006. If the grants are not approved, the replacement / expansion program for future years will change.

* IDOT-DPIT authorizes the use of Toll Revenue Credits (TRC) to offset the local share of these projects.

Abbreviations: SMTD - Springfield Mass Transit District

Project Justification: A - Improve/Maintain Service
C - Improve/Expand Service

CONCLUSION

Mobility strategies begin with an understanding by local community leaders, elected officials, transportation managers and human service agencies that meeting the needs of older-adults and persons with special needs is critical and a commitment to pursue ways to make this happen. Increased mobility increases independence and improves the quality of life for all citizens.

Careful planning can allow a community to meet the regulatory, budgetary and service needs of each participating agency, while improving client and community needs. The investment of time and thought at state, local and regional levels will result in a lower cost of individual trips, and provide more trips to more places. By working together, we can improve the transportation system and delivery services to our community members.

For any plan to work there must be flexibility to respond to constant change. Successful coordination efforts are those that remain focused and maintain momentum in ever-changing environments. A circumstance can change and require a whole new transportation plan. The SSCRPC is committed to being an active partner along with the SUA HSTP Advisory Committee, various transit providers and human-service agencies to implement coordination strategies addressed in this Plan.

The SUA HSTP Advisory Committee produced this Plan to fulfill the requirements of SAFETEA-LU, but also to focus increased attention on the SUA's increasing populations of seniors and persons with disabilities, as well as the population of people with low incomes, and on the growing demand for transportation programs and services. The SUA HSTP Advisory Committee expects that this Coordinated Plan and future updates will support the partnerships needed to begin planning strategies now to facilitate regional mobility over the years to come.

APPENDICES

APPENDIX 1: SUA HSTP ADVISORY COMMITTEE MEETING AGENDAS.



SPRINGFIELD URBANIZED AREA HUMAN SERVICES TRANSPORTATION PLAN ADVISORY COMMITTEE MEETING

➡ Tuesday, November 27, 2007 ◀
9:00 A.M.

200 South 9th Street – Room 212
Springfield, IL

AGENDA

- I. Opening of Meeting
- II. Selection of Committee Chairperson
- III. Developing the Plan
- IV. New Freedom and Job Access and Reverse Commute Programs
- V. Project Applications
- VI. Evaluation Criteria
- VII. Comments
- VIII. Other Business
 - A. Next Meeting Date
- IX. Adjournment



**SPRINGFIELD URBANIZED AREA HUMAN SERVICES TRANSPORTATION PLAN
ADVISORY COMMITTEE MEETING**

Thursday, December 20, 2007
9:00 A.M.

**200 South 9th Street – Room 212
Springfield, IL**

AGENDA

- I. Opening of Meeting
- II. Draft Plan
- III. Review Project Applications
- IV. Evaluate Applications
- V. Comments
- VI. Other Business
- VII. Adjournment

SPRINGFIELD-SANGAMON COUNTY REGIONAL PLANNING COMMISSION
Room 212 • 200 SOUTH 9TH STREET • SPRINGFIELD, IL 62701-1629 • (217) 535-3110 • FAX (217) 535-3111
<http://www.co.sangamon.il.us/Departments/RegionalPlanning/planning.asp>

APPENDIX 2: SURVEY INSTRUMENT.

ORGANIZATION CHARACTERISTICS AND SERVICES PROVIDED

1. Identification of Organization:

- a. Organization Name: _____
- b. Address: _____
- c. City: _____ State: _____ Zip: _____
- d. Telephone: _____ Fax: _____
- e. Name and Title of Individual Responding to Survey: _____
- f. E-mail of Respondent Contact: _____
- g. Agency Website: _____

2. What is the geographic service area for the organization? If you have a map of the service area, please send a copy.

- ☐ All of Sangamon County:

 - ☐ Springfield only:

 - ☐ Both Springfield and throughout Sangamon County:

 - ☐ Other (Specify):

-

3. Does your organization impose eligibility requirements on those persons who are provided transportation? (Check one.)

☐ Yes ☐ No

If yes, what are those requirements? (e.g., must be clients of your organization, low-income only, age, destination purpose, etc).

TRANSPORTATION SERVICES PROVIDED

4. Please provide the following information regarding the vehicle fleet used in the provision of transportation services provided directly by your agency. The vehicle type(s) used include the following:

Vehicle Type					
	Total Number	Total Capacity	Number Owned	Number Leased	No. Owned or Leased: Wheelchair Accessible
a) Sedans					
b) Station wagons					
c) Minivans					
d) Standard 15-passenger vans					
e) Converted 15-passenger vans (e.g., raised roof, wheelchair lift)					
f) Light-duty bus (body-on-chassis type construction seating between 16-24 passengers)					
g) Medium duty bus (body-on-chassis type construction seating over 22 passengers with dual rear wheel axle)					
h) School bus (yellow school bus seating between 25 and 60 students)					
i) Medium or heavy duty transit bus					
j) Other (Describe):					

Note: "Number Owned" and "Number Leased" should add to equal "Total Number."

5. What are the daily hours and days of operation for your transportation services? Check days and list hours of operation in the space provided.

	Mon	Tues	Wed	Thu	Fri	Sat	Sun
Transportation service begins:	_____	_____	_____	_____	_____	_____	_____
Transportation service ends:	_____	_____	_____	_____	_____	_____	_____

ASSESSMENT OF NEEDS/COORDINATION

6. What are the 5 most common destinations your customers/clients go to?

Would you be willing to fill out a more detailed survey if one was mailed to you?

Thank you for your cooperation!

APPENDIX 3: SURVEY RESULTS.

I. ORGANIZATION DESCRIPTION

1. **Name of Organization**

Senior Services of Central Illinois: Springfield, IL

The Hope Institute for Children and Families: Springfield, IL

Springfield ARC: Springfield, IL

Brother James Court: Springfield, IL

Mental Health Care Centers of Central Illinois: Springfield, IL

The following organizations were responsive, but indicated that they do not provide vehicular transportation services.

St. John's Third Age Living: Springfield, IL

Central Illinois HIV Care Consortium: Springfield, IL

Contact Ministries: Springfield, IL

Hospice Care of Illinois: Springfield, IL

Capitol Retirement Village: Springfield, IL

Illinois Assistive Technology Program: Springfield, IL

YMCA of Springfield: Springfield, IL

Helping Hands of Springfield: Springfield, IL

Family Service Center of Sangamon County: Springfield, IL

Salvation Army: Springfield, IL

2. **Geographic Area of Service**

Senior Services of Central Illinois: All of Sangamon County

The Hope Institute for Children and Families: Statewide

Springfield ARC: Both Springfield and Sangamon County; Menard County

Brother James Court: Both Springfield and throughout Sangamon County

Mental Health Care Centers of Central Illinois: Springfield and some trips to St. Louis, MO or Bloomington

3. **Eligibility Requirements for Transportation/Define**

Senior Services of Central Illinois: Must be 60 years of age or older.

The Hope Institute for Children and Families: Must be a resident or student of the Hope Institute.

Springfield ARC: User of service must be part of a vocational services program.

Brother James Court: Must reside there.

Mental Health Care Centers of Central Illinois: Must have a diagnosed mental illness.

4. Description of Fleet

Senior Services of Central Illinois: 3, 6-7 passenger minivans; 1 Standard 15-passenger van.

The Hope Institute for Children and Families: 4, 5 passenger sedans; 15, 5-7 passenger minivans (7 wheelchair accessible); 1 standard 15-passenger van; 2 converted 15-passenger vans with 11 passenger capacity (both wheelchair accessible); 5, 8 passenger vans.

Springfield ARC: 5, 8 passenger minivans; 2 standard 15-passenger vans; 2, 16 passenger paratransit vehicles.

Brother James Court: 4, 4 passenger sedans; 1 converted 15-passenger van with 12 passenger capacity.

Mental Health Care Centers of Central Illinois: 2 standard 15-passenger vans; 1 converted van with 11 passenger capacity.

5. Hours and days of operation.

Senior Services of Central Illinois: Monday – Friday 7:30am – 3:30pm

The Hope Institute for Children and Families: 24 hours per day, 7 days a week if necessary.

Springfield ARC: Monday – Friday 7:00am – 4:00pm and Monday – Friday 7:00pm – 11:00pm (Users must meet requirements and hours of service depend on job type).

Brother James Court: 24 hours a day, 7 days a week.

Mental Health Care Centers of Central Illinois: 8:00am – 8:00pm Monday – Friday and 9:00am – 5:00pm Saturday and Sunday.

6. Five Destinations that Customers/Clients Travel to Most

Senior Services of Central Illinois: Doctors visit; Dialysis; Chemotherapy; Rehabilitation

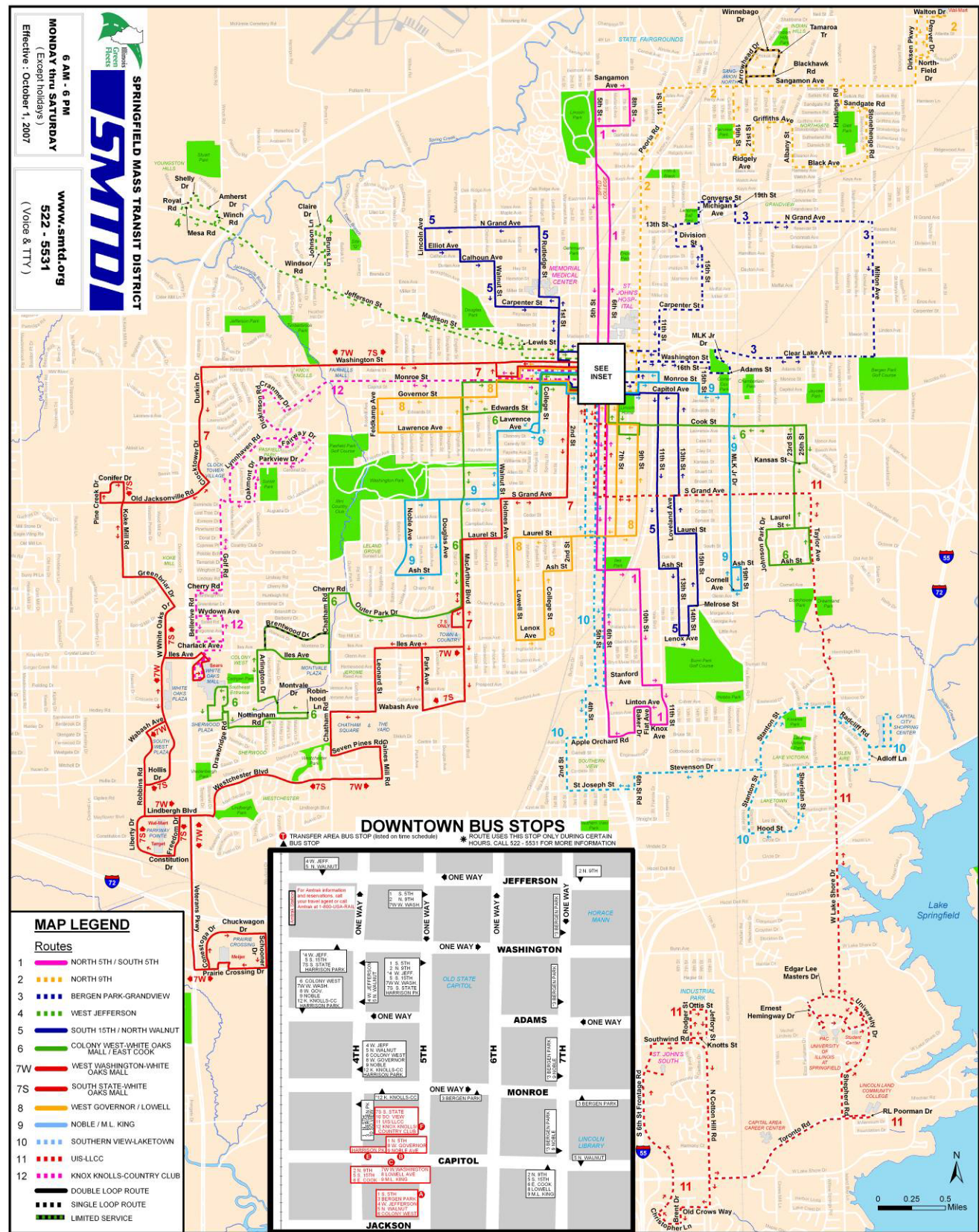
The Hope Institute for Children and Families: Medical visits; lunch and dinner locations; city parks; Lincoln Memorial Gardens; Henson Robinson Zoo.

Springfield ARC: Petersburg; Chatham; Sherman; Rochester; Springfield (trips are from home to work).

Brother James Court: Doctor's Office; activities.

Mental Health Care Centers of Central Illinois: Wal-Mart; Pharmacies; Banks; Mental Health Care Centers of Central Illinois.

APPENDIX 4: SMTD SERVICE MAPS.



CASH FARE

Age 5 and Over.....	\$1.00
Age 4 and Under	
1 or 2 Children with Adult.....	FREE
More Than 2 Children.....	.50¢
Age 65 and Over**.....	.50¢
Disabled Person*.....	.50¢
Medicare Card Holders**.....	.50¢
Transfers.....	FREE

*With Medicare Card or SMTD ID
 **Driver may ask for picture ID with use of Medicare Card.

PASSES

Three types of bus passes are color-coded for easy identification.

DISCOUNT PASS (yellow).....	20 rides/\$15.00
SENIOR CITIZEN (peach).....	20 rides/\$10.00
DISABLED PERSON (blue).....	20 rides/\$10.00

Passes can be purchased at many locations — Call SMTD. SENIOR CITIZENS (65 years or older) and DISABLED PERSONS must present a Medicare Card or SMTD ID card when purchasing passes. Students may purchase the DISCOUNT pass at public, parochial, and private schools.

PARATRANSIT SERVICE

Paratransit Service is available. For Paratransit Service call 522-8594.

FOR MORE INFORMATION
CALL 217-522-5531
OR VISIT
WWW.SMTD.ORG

This service is financed in part through assistance from the United States Department of Transportation, Federal Transit Administration, and the IDOT – Division of Public & Intermodal Transportation.

SPRINGFIELD MASS TRANSIT DISTRICT

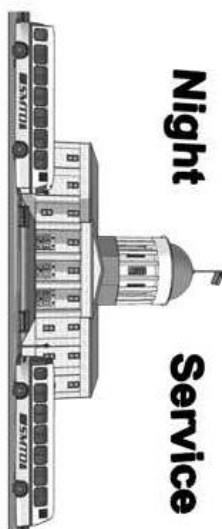
928 South 9th Street
 Springfield, IL 62703-2497

NIGHT SERVICE

NORTHSIDE ROUTE



Night Service



MONDAY - FRIDAY
(EXCEPT HOLIDAYS)
EFFECTIVE: DECEMBER 3, 2007



SPRINGFIELD MASS TRANSIT DISTRICT

522-5531

www.smtd.org

PREPARED BY:

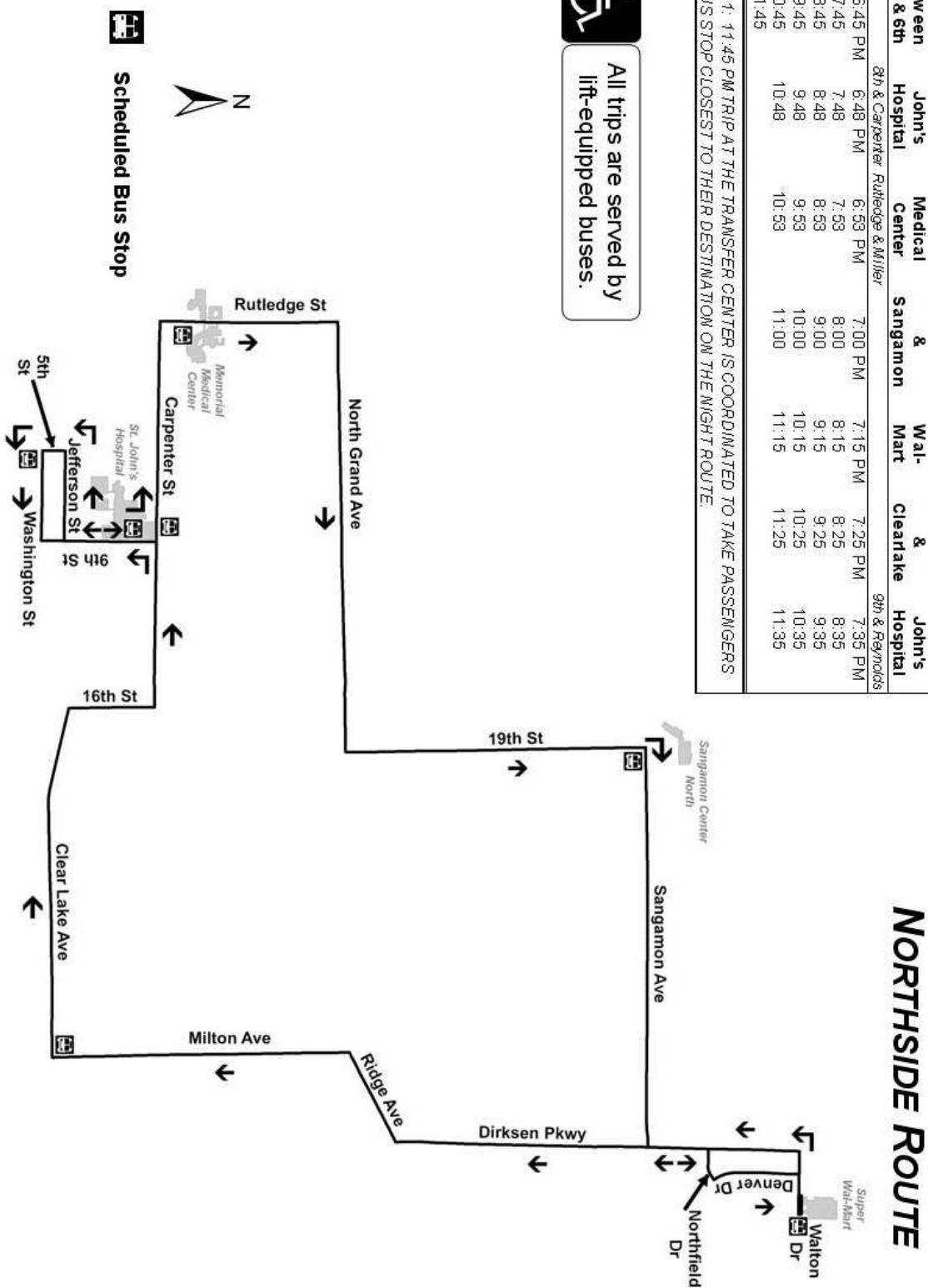


NORTHSIDE

25	025
25	025

Washington Between 5th & 6th	St John's Hospital	Memorial Medical Center	19th & Sangamon	Super Wal- Mart	Milton & Clearlake	St. John's Hospital
6:45 PM	6:48 PM	6:53 PM	7:00 PM	7:15 PM	7:25 PM	7:35 PM
7:45	7:48	7:53	8:00	8:15	8:25	8:35
8:45	8:48	8:53	9:00	9:15	9:25	9:35
9:45	9:48	9:53	10:00	10:15	10:25	10:35
10:45	10:48	10:53	11:00	11:15	11:25	11:35
*11:45						

*Note 1: 11:45 PM TRIP AT THE TRANSFER CENTER IS COORDINATED TO TAKE PASSENGERS TO BUS STOP CLOSEST TO THEIR DESTINATION ON THE NIGHT ROUTE.



CASH FARE

Age 5 and Over.....	\$ 1.00
Age 4 and Under.....	FREE
1 or 2 Children with Adult.....	FREE
More Than 2 Children.....	50¢
Age 65 and Over*	50¢
Disabled Person*	50¢
Medicare Card Holders**	50¢
Transfers.....	FREE

*With Medicare Card or SMTD ID

**Driver may ask for picture ID with use of Medicare Card.

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FOR MORE INFORMATION
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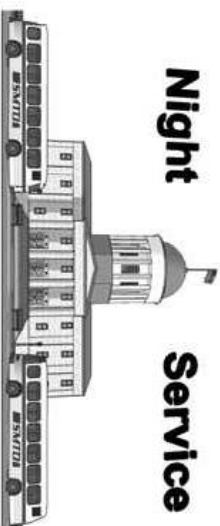
928 South 9th Street
 Springfield, IL 62703-2497

NIGHT SERVICE

SOUTHEAST SIDE ROUTE



Night Service



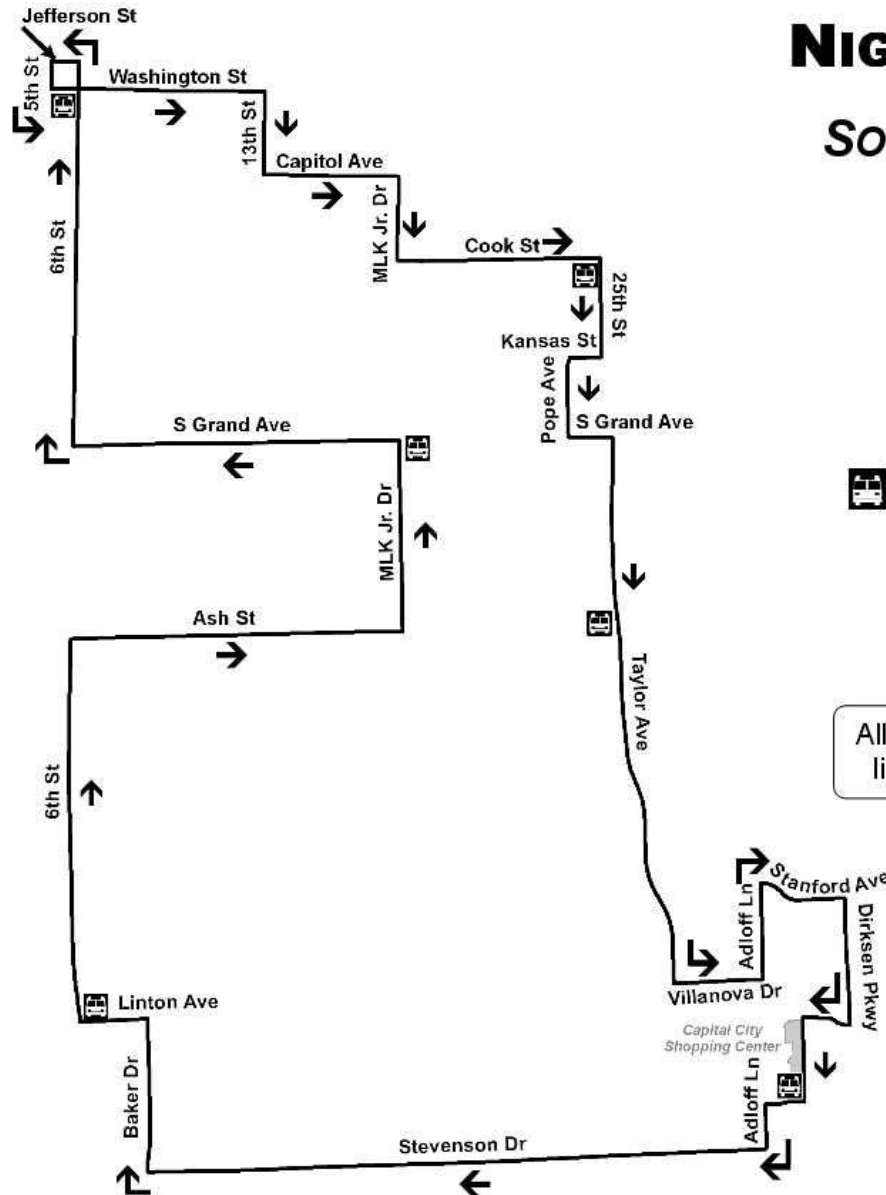
MONDAY - FRIDAY
(EXCEPT HOLIDAYS)
EFFECTIVE: DECEMBER 3, 2007



522-5531
www.smtd.org

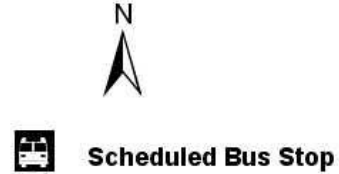
PREPARED BY:





NIGHT SERVICE

SOUTHEAST SIDE ROUTE



All trips are served by lift-equipped buses.

NIGHT SERVICE SOUTHEAST SIDE					
Monday thru Friday					
Leave Washington Between 5th & 6th	Leave 25th & Cook	Leave Taylor & Ash	Leave Capitol City Shopping Center	Leave 6th & Linton	Leave MLK Jr. & S. Grand
6:45 PM	6:53 PM	7:00 PM	7:12 PM	7:20 PM	7:30 PM
7:45	7:53	8:00	8:12	8:20	8:30
8:45	8:53	9:00	9:12	9:20	9:30
9:45	9:53	10:00	10:12	10:20	10:30
10:45	10:53	11:00	11:12	11:20	11:30
*11:45					
*Note 1: 11:45 PM TRIP AT THE TRANSFER CENTER IS COORDINATED TO TAKE PASSENGERS TO BUS STOP CLOSEST TO THEIR DESTINATION ON THE NIGHT ROUTE.					

CASH FARE

Age 5 and Over.....	\$1.00
Age 4 and Under.....	FREE
1 or 2 Children with Adult.....	FREE
More Than 2 Children.....	.50¢
Age 65 and Over**.....	.50¢
Disabled Person**.....	.50¢
Medicare Card Holders**.....	.50¢
Transfers.....	FREE

**With Medicare Card or SMTD ID

**Driver may ask for picture ID with use of Medicare Card.

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DISABLED PERSON (blue).....	20 rides/\$10.00

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**FOR MORE INFORMATION
CALL 217-522-5531
OR VISIT
WWW.SMTD.ORG**

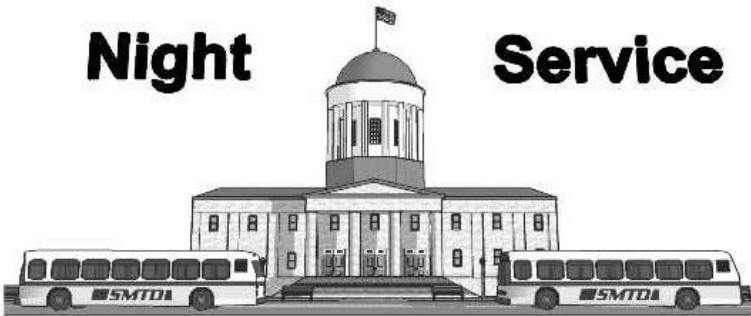
This service is financed in part through assistance from the United States Department of Transportation, Federal Transit Administration, and the IDOT — Division of Public & Internal Transportation.

SMTD
SPRINGFIELD MASS TRANSIT DISTRICT

528 South 9th Street
Springfield, IL 62703-2497

SMTD

Night Service

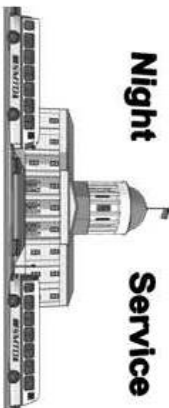


NIGHT SERVICE

WESTSIDE ROUTE

SMTD

Night Service



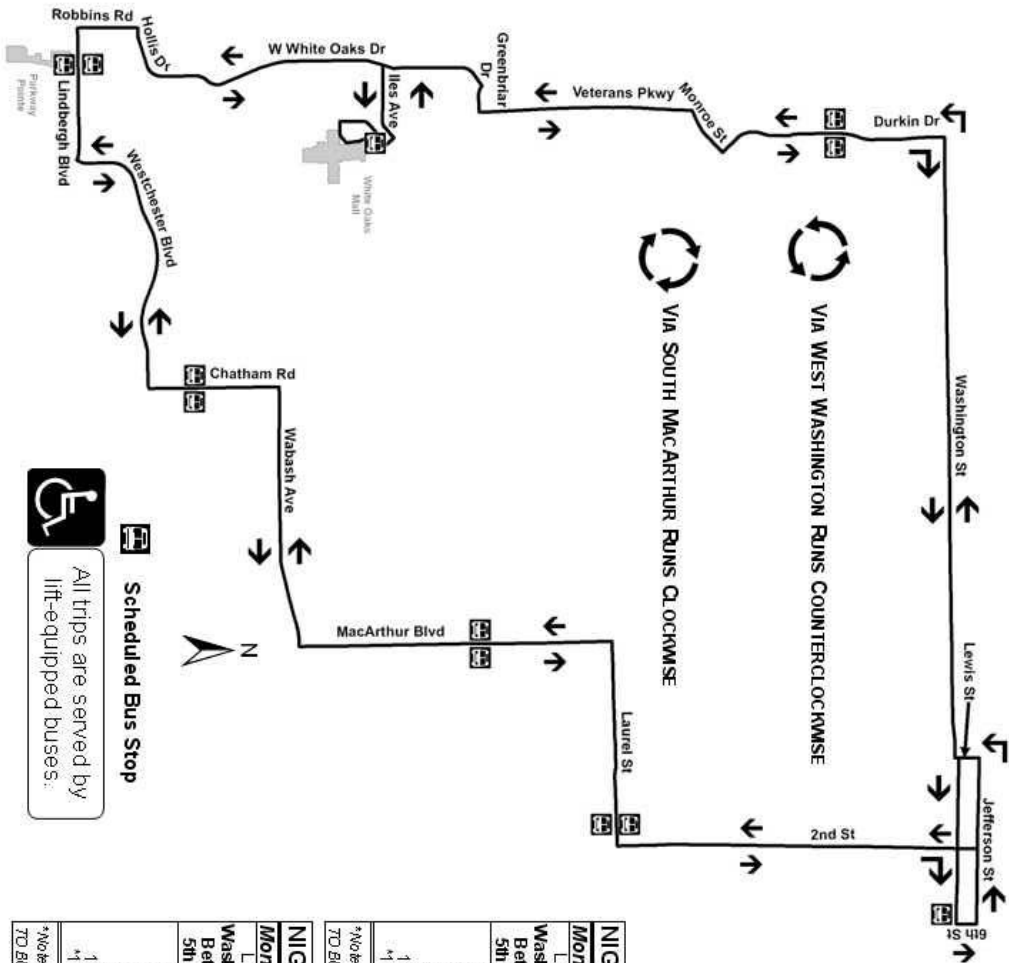
**MONDAY - FRIDAY
(EXCEPT HOLIDAYS)
EFFECTIVE: DECEMBER 3, 2007**

SMTD

SPRINGFIELD MASS TRANSIT DISTRICT

522-5531

www.smtd.org



NIGHT SERVICE **WESTSIDE ROUTE** **VIA WEST WASHINGTON** **AND** **VIA SOUTH MACARTHUR**

NIGHT SERVICE											
Monday through Friday						WESTSIDE					
VIA WEST WASHINGTON						VIA SOUTH MACARTHUR					
Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave
Washington Between 5th & 6th	Durkin & Lawrence	White Oaks Mall	Wal-Mart Parkway Pointe	Chatham & Seven Pines	MacArthur & Outer Park	1st MacArthur & Outer Park	Chatham & Seven Pines	Wal-Mart Parkway Pointe	White Oaks Mall	Durkin & Lawrence	1st MacArthur & Outer Park
6:45 PM	6:57 PM	7:10 PM	7:20 PM	7:25 PM	7:30 PM	7:00 PM	7:05 PM	7:10 PM	7:23 PM	7:30 PM	7:35 PM
7:45	7:57	8:10	8:20	8:25	8:30	8:00	8:05	8:10	8:23	8:30	8:35
8:45	8:57	9:10	9:20	9:25	9:30	9:00	9:05	9:10	9:23	9:30	9:35
9:45	9:57	10:10	10:20	10:25	10:30	10:00	10:05	10:10	10:23	10:30	10:35
10:45	10:57	11:10	11:20	11:25	11:30	11:00	11:05	11:10	11:23	11:30	11:35
11:45											

*Note 1: 11:45 PM TRIP AT THE TRANSFER CENTER IS COORDINATED TO TAKE PASSENGERS TO BUS STOP CLOSEST TO THEIR DESTINATION ON THE NIGHT ROUTE.

NIGHT SERVICE

Monday through Friday											
VIA WEST WASHINGTON						VIA SOUTH MACARTHUR					
Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave
Washington Between 5th & 6th	1st MacArthur & Outer Park	Chatham & Seven Pines	Wal-Mart Parkway Pointe	White Oaks Mall	Durkin & Lawrence	1st MacArthur & Outer Park	Chatham & Seven Pines	Wal-Mart Parkway Pointe	White Oaks Mall	Durkin & Lawrence	1st MacArthur & Outer Park
6:45 PM	6:53 PM	7:00 PM	7:05 PM	7:10 PM	7:23 PM	7:00 PM	7:05 PM	7:10 PM	7:23 PM	7:30 PM	7:35 PM
7:45	7:53	8:00	8:05	8:10	8:23	8:00	8:05	8:10	8:23	8:30	8:35
8:45	8:53	9:00	9:05	9:10	9:23	9:00	9:05	9:10	9:23	9:30	9:35
9:45	9:53	10:00	10:05	10:10	10:23	10:00	10:05	10:10	10:23	10:30	10:35
10:45	10:53	11:00	11:05	11:10	11:23	11:00	11:05	11:10	11:23	11:30	11:35
11:45											

*Note 1: 11:45 PM TRIP AT THE TRANSFER CENTER IS COORDINATED TO TAKE PASSENGERS TO BUS STOP CLOSEST TO THEIR DESTINATION ON THE NIGHT ROUTE.

APPENDIX 5: PRESS.



Evening buses may start in November

In time for Christmas shopping

By **JOHN REYNOLDS**

STAFF WRITER

07/24/07

Evening bus service in Springfield could be up and running in time for the Christmas shopping season.

Linda Tisdale, executive director of the Springfield Mass Transit District, said Monday that work still needs to be done, but if all goes smoothly, the long-anticipated bus service could be in place by mid-November.

Community members who have been pushing for the service hope she's right, noting that running buses in the evening would be a welcome addition to the busy shopping season, which traditionally begins the day after Thanksgiving.

"People do a lot more shopping around the holidays," said Kathi Eads, a member of the Central Illinois Organizing Project, the citizens group pushing for the service. "Evening bus service is going to be nice for people who get off work and

don't drive or have access to shopping in the evening."

Currently, bus service ends at 6 p.m. in Springfield.

Eads' group, known as CIOP, has been advocating evening bus service for more than three years. They say evening hours are needed for shopping and for people who work late hours and don't have a way to get to their jobs.

A \$321,000 federal grant has been acquired to pay for a pilot program of limited evening service.

The plan is for three routes from 7 p.m. until midnight. One, on the north end, would serve both hospitals as well as the Wal-Mart on Dirksen Parkway. A southeast route would go near the University of Illinois at Springfield and also go through some east-side neighborhoods. The third route would cover west-side locations.

John Reynolds can be reached at 788-1524 or john.reynolds@sj-r.com.

meetings scheduled to discuss evening bus routes

By JOHN REYNOLDS

STAFF WRITER

08/23/07

Several meetings have been scheduled for the first part of September for people to comment on proposed evening bus routes.

The Springfield Mass Transit District plans to begin a pilot program later this year that will provide evening bus service on three routes.

The proposed routes have been drawn up, and the SMTD is asking for the public's opinion.

Seven public meetings have been scheduled between Sept. 4 and Sept. 8, and anyone interested is welcome to attend.

The plan is for three routes to operate from 7 p.m. until midnight. One, on the north end, would serve both hospitals as well as the Wal-Mart on Dirksen Parkway. A southeast route would go near the University of Illinois at Springfield and also go through some east-side neighborhoods. The third route would cover west-side locations.

Linda Tisdale, executive director of the Springfield Mass Transit District, said it could be possible to tweak some of the routes if a good suggestion comes up during the meetings but warned that the overall length of the routes can't be increased because buses have to be able to run the routes in an hour.

"We can't increase the mileage on the routes. If someone makes a suggestion to extend the route in one area, we have to take it away somewhere else," Tisdale said.

SMTD officials are hoping to start evening bus service in November and continue the pilot for seven to nine months.

Officials originally hoped to have a yearlong pilot program but had to scale it back for a variety of reasons, including rising gas prices.

A \$321,000 federal grant has been acquired to pay for the pilot program.

The public meetings have been scheduled for:

■ Sept. 4, 3:30 to 5:30 p.m. at Abundant Faith Church, 2525 Taylor Ave., and then from 6:30 to 8:30 p.m. at St. John's AME Church, 1529 E. Capitol Ave.

■ Sept. 5, 3 to 5 p.m. at Memorial Medical Center, Room G-10 on the lower level across from the elevators, and then from 6 to 8 p.m. at St. John's Hospital, conference room C and D on the fourth floor in the Women's and Children's Center.

■ Sept. 6, 1 to 3 p.m. and 6 to 8 p.m. at Hope Presbyterian Church, 2211 W. Wabash Ave.

■ Sept. 8, 10 a.m. to noon at First Presbyterian Church, 321 S. Seventh St.

People who can't attend one of the meetings can mail comments to: SMTD, 928 S. Ninth St., Springfield, IL 62703.

LETTERS, FAXES & E-MAIL

Broad agreement needed to address capital needs

As the governor's 17th special session of the Illinois General Assembly convenes this week, we felt it was appropriate to address the ongoing absurdity and waste of our current situation at the Capitol.

While we would certainly like to see a resolution to Chicago's fiscally struggling public transportation system, an agreement is unlikely until a broader agreement is made that addresses downstate roads and infrastructure needs as well. After all, that is what is important to our constituents.

We implore the governor to stop wasting taxpayers' dollars on these senseless special sessions. It makes no sense to waste \$1 million in taxpayer money on political gridlock when that money could be better spent on health care and education.

*Rep. Raymond Poe
99th District
Rep. Rich Brauer
100th district*

Carefully record success of night bus routes 11/29/07

Not only should the county board, the city council and the SMTD board of trustees carefully track and record the sure-to-be success of the night buses, but the people who will be using the buses should keep track as well. That way, once the seven- to nine-month pilot program is finished, personal testimony will be a factor in helping gain the funding needed to

make it permanent.

Access to transportation is all too commonly the reason why people choose one job over the other, or are able to have a job at all. Maybe statistics will prove it unsuccessful or successful, but the heartfelt appreciation of those who benefit from this service should sway the vote to keep this positive progression around.

*Laura Frye
Springfield*

Take advantage of city's public transit service

Finally, Springfield is getting evening transit service, something that our community has been lacking for some time now.

Often people gripe about the amount of money they pay at the pump, begging an answer to the challenge our nation faces as gasoline prices rise above \$3 per gallon. Many people see biofuels as the answer. Others see smaller cars. Meanwhile, others don't think it is a problem at all and continue to bite the bullet while filling up, hoping for prices to go down or wages to go up to cover the higher prices. Here is another solution: transit.

As a student at the University of Illinois at Springfield, I find that the transit system needs many improvements, but I still manage to use it whenever I can. I encourage, and in many ways challenge, Springfieldians to use public transit more. Residents of Springfield pay a transit district tax to fund the service. Fares are fairly low, around \$1 for a trip. If you need to change routes you can get a transfer for free. While

not all areas are conveniently serviced at all times of day, other areas are fortunate to have frequent and convenient service.

Getting rid of cars is not an option and transit isn't a full fix to the problem of higher gasoline prices. But it is a good way to reduce your bill each month and still manage to get to and from work. Like everything else in capitalism, if demand goes up then the supply will as well to help meet the demand. If more people ride the bus, they will more than likely add more routes and increase frequency. Let's keep night bus service by using it the best that we can. Let's use our transit system more and make Springfield a "true capital city," like our counterparts in Wisconsin and elsewhere.

*Steven M. Black
Springfield*

Stop spending taxpayers' money on Bush's war

Stop giving our tax money away for George W. Bush's war. No more war appropriations for Blackwater mercenaries and bring what's left of our brave troops home now.

It seems other countries are pulling out their troops in the very near future, leaving us holding the bag by ourselves. It's time to withdraw from Iraq as their government is doing nothing to help themselves, just a few tribal leaders on their own who want Iraq for Iraqis.

*Marilyn Miller
Girard*



Purchase this photo at www.sj-r.com/reprints

John Pavelko hugs his daughter, Anna, 8 years old, as they take a bus to meet his wife for dinner Monday night.

Max Bittler/The State Journal-Register

SMTD's night buses start rolling

By AMANDA REAVY

STAFF WRITER

12/04/07

Monday night marked a first for John Pavelko and his 8-year-old daughter, Anna.

The pair boarded a Springfield Mass Transit District bus to go to St. John's Hospital and have dinner with his wife, an employee there.

Pavelko, who's suffered three strokes, has visual impairments that prevent him from driving. Typically, his nighttime activities have been limited because bus service in Springfield ended about 6 p.m.

With SMTD's night bus service pilot program kicking off Monday,

"It will benefit a lot of people," one passenger says

he anticipates more evening trips.

"I think it will not only benefit me, it will benefit a lot of people. I have a walking disability, but a lot of people can't get around as freely as I do," he said while riding on the inaugural trip of the night service's north-end route.

Fellow passenger Tequara Smalley, a sophomore at Lanphier High School, had a tutoring session run late, so she hopped on the bus at 6:45 p.m. to make it to

her job at the Walgreens at Ninth Street and North Grand Avenue.

Since her car broke down, Smalley was delighted she had the option of riding at night.

"This is great. I love it," she said.

Another rider named Carrie, who declined to give her last name, boarded at Wal-Mart, 2760 N. Dirksen Parkway, where she got off work just after 7 p.m., to head to her west-side home. She previously had to pay \$16 in cab

fare. It cost her \$1 to take the bus. "This is a big savings," she said, holding up her shopping bags. "I bought Christmas presents with the money I saved."

Overall, the first night of evening bus service appeared to be a big hit, with passengers raving about the benefits and community leaders showing their support. Proponents hope that riders will turn out and share their suggestions so nighttime routes can become a successful, permanent service.

"This is a pilot project ... created with as much thought as we could possibly put into it. We encourage people to give feedback to the Springfield Mass Transit Dis-

trict," said Kathi Eads, a member of the Central Illinois Organizing Project that's spearheaded the campaign for night bus service since May 2004.

A \$370,000 federal grant is funding the temporary service, which is enough to run three routes — on the city's north, southeast and west sides — for about seven to nine months, SMTD officials have said. Night service will begin about 6:45 p.m., and the last run of the evening will be around 11:45 p.m. at the program's transfer point on the north side of the Old Capitol Plaza on

See **BUSES** on page 2

BUSES

■ From page 1

Washington Street. Buses will not pick up new passengers beyond the transfer point at that time.

Before the first night-service bus rolled in about 6:30 p.m., CIOP held a kickoff celebration at the transfer point complete with hot chocolate, doughnuts and a visit from Santa Claus. Earlier, SMTD held a news conference at the site to formally announce the new service.

Gary Plummer, president and CEO of the Greater Springfield Chamber of Commerce, addressed the crowd and said night bus service complements the efforts of the chamber's Q5 campaign to create, retain and expand jobs locally.

"One of the number one challenges we have in order to be successful is workforce development, and I can't tell you how important this step is that the community's taken today on reducing a barrier to effective workforce development," he said.

Bill Houlihan, downstate office director for U.S. Sen. Dick Durbin, whose office helped secure the grant, called the pilot program an example of "government 101 at work."

"People called the senator's office, we tried to react with a good plan, and now, really, the job that needs to be done is the people here in Springfield. If you want to keep this service, you've got to ride the buses, folks," Houlihan said.

What's it cost?

Springfield Mass Transit District bus fare is \$1 for people ages 5 and up. Up to two children 4 and under may ride with an adult for free, with 50 cents for each additional child. People over 65 and those with disabilities may ride for 50 cents.

SMTD also issues passes. A standard discount pass provides 20 rides for \$15. Passes for the disabled and senior citizens are \$10 for 20 rides.

The district's Web site is www.smtid.org.

SMTD board chairman Frank Squires said he's confident the riders will be there.

"We just hope we are able to sustain that ridership throughout the duration" of the program, he said after the news conference.

Challenges include finding future funding, he added.

"I encourage everyone to utilize and take advantage of this, said passenger Pavelko, "whether you have a disability or not. I'm thrilled about it. I think it could have happened a long time ago but I'm glad it's here."

Amanda Reavy can be reached at 788-1525 or amanda.reavy@sj-r.com.



Page 12 Springfield, Illinois

THE STATE JO

Hundreds try first SMTD night routes

By JOHN REYNOLDS

STAFF WRITER

12/05/07

More than 230 people took advantage of the Springfield Mass Transit District's evening bus service during its first night of operation Monday.

"I was pleasantly surprised given the weather. It was so cold," said Linda Tisdale, executive director of the SMTD.

The service on three routes for a grant-funded trial period of seven to nine months began at 6:45 p.m. and ran until 12:30 a.m. The routes were picked to include some of the

city's major employers, and the service will run Monday through Friday. Making the routes permanent depends on ridership and available funding.

The north-end route serves both hospitals, as well as the Wal-Mart on North Dirksen Parkway. A southeast route goes past the Capital City Shopping Center and through some east-side neighborhoods. The third route covers west-side locations.

The north and southeast route both have one bus assigned for night service. The west route has two buses, one running the route

clockwise, and the other, counter clockwise.

Monday night, 78 people traveled the west route, 55 were on the southeast route, and 100 people rode the north route.

Tisdale said she wasn't surprised the north route drew the most riders.

"You have so much out there now that Wal-Mart has opened ... It's one of our better-performing routes even during the day," she said.

John Reynolds can be reached at 788-1524 or john.reynolds@sj-r.com.

SMTD night bus success too early to predict

By JOHN REYNOLDS
STAFF WRITER

12/2/07
Springfield Mass Transit District officials say the new evening bus service is off to a good start, but it might be March or April before they get a good idea of just how viable it is.

Linda Tisdale, executive director of the mass transit district, said Tuesday it's hard to make any long-term predictions after only one week of service so close to the Christmas holiday.

"Also, I think the ridership in January and February might be affected by the weather and the fact that people cut back on some of their shopping after Christmas. So, I'm thinking that March or April might be better identifiers of what the service is actually going to do."

The SMTD started limited evening bus service Dec. 3. The three routes, which are operated between 6:45 p.m. and 12:30 a.m. Monday through Friday,

were designed to include some of the city's major employers.

One route, on the north end, serves both hospitals as well as the Wal-Mart on North Dirksen Parkway. A southeast route goes past the Capital City Shopping Center and through some east-side neighborhoods. The third route covers west-side locations.

During the first week of operation, the north route drew 393 riders, the southeast route had 265 riders, and the west route attracted 364 riders. The north and southeast routes are each served by one bus. Two buses, one going clockwise and the second counter-clockwise, serve the west route.

Tisdale said it's hard to make generalizations with only a week's worth of figures.

"It's hard to say what a new route is going to do until it's been out there for several months. ... It takes a while for a new route to grow," she said.

A \$370,000 grant is funding the temporary night bus service. The SMTD is interested in continuing the service but would have to secure more funding.

Frank Squires, chairman of the SMTD, said that while the district is pleased with the first week's numbers, ridership will have to increase to give the district a chance at acquiring additional funds for continued service.

Tisdale said information that details how many more riders might be needed is still being compiled.

Since the evening routes are not run on the weekend, the SMTD missed the worst of the recent ice storms.

It's hard to tell if bad weather this winter might hurt or help the night numbers. Some people might choose not to go outside if it's icy or snowy while others might opt to take a bus instead of drive themselves.

"In the past, (bad weather) has helped us during day service. There are people

who do not like to drive in the ice and snow. They will call us for information on riding the bus," Tisdale said.

She credited public works crews with doing a good job of keeping the routes clear, and city police have helped by assigning both uniformed and plain-clothes officers to periodically ride the evening buses.

"(The police) were out there every night the first week. They had officers on the vehicles every night. They weren't on every bus, but they were out there," Tisdale said.

The transfer point for the night service is on the north side of the Old Capitol Plaza on Washington Street. Buses begin the last run of the evening about 11:45 p.m. at the transfer point. They will not pick up new passengers beyond the transfer point on the last run.

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PLANNING MODE

Study: Transportation hub could be built for \$14M-\$18M

By **TIM LANDIS**
BUSINESS EDITOR

The idea of combining Springfield mass transit buses with train, taxi, shuttle and rental-car services at a single, convenient transportation facility has been kicking around for at least a couple of decades.

Now, the idea has a construction price tag — \$14 million to \$18 million — and a study that says the project is feasible.

A consultant told local transportation planners Friday the next step is to win federal approval of a \$300,000 grant that would pay for a study of potential sites and an environmental analysis.

The initial feasibility study was paid for with a \$70,000 state grant approved in 2005.

"You need to begin thinking of preliminary land acquisition," Kirk Brown of Hanson Professional

Services Inc. told a committee of the Springfield Area Transportation Study at the Sangamon County Complex.

The estimated construction cost does not include land acquisition. Brown said the first-phase construction of a bus-transfer facility would cost \$5 million to \$6 million and take up to three years, while rail consolidation and combining Amtrak with the transfer facility in the second phase would cost another \$8 million to \$12 million.

The study group of state, local and county planners oversees transportation projects in Springfield and Sangamon County.

The Springfield Mass Transit District expects to file an application for the federal grant within 30 days, said director Richard Fix, who added that the site and environmental study would take ap-

Making progress?

■ **Where it stands:** A just-completed study has concluded it is feasible to create a "multi-modal" transportation hub that would combine the Springfield Mass Transit District, Amtrak and possibly Greyhound and other transportation services at single location.

■ **Where it would go:** Most of the discussion has centered on a location in or near downtown, but planners will consider other locations.

■ **What's next:** SMTD plans to apply for a \$300,000 federal grant that would pay for a study of potential sites and environmental analysis. The study would take about a year, and the first phase of construction up to three years.

See **HUB** on page 16

(OVER)



HUB

■ From page 15

proximately a year.

Brown called it a "complicated" project that has been discussed off and on for at least 20 years. But he said after the meeting that construction of the first phase could be completed within three years, once a site is selected.

"What this (the study) says, is that this is feasible, and there are a number of choices where it could be located," he said.

Brown, a former secretary of the Illinois Department of Transportation, displayed artist's renderings of a facility that possibly would combine buses from the SMTD, Amtrak, Greyhound, cabs, shuttle companies and other transportation services at the single hub.

He also discussed a separate

project that would combine the 3rd, 10th and 19th street railroad tracks in a single corridor.

Both of the projects were part of key recommendations of a Rural/Urban Design Team, or R/UDAT, that first visited the city in 2002. The outside consulting group made a series of far-reaching recommendations for improving the heart of the city, ranging from neighborhood and historic preservation projects to creation of a Capitol Avenue "promenade" and replacing the aging Stratton Building in the Statehouse complex.

Fix also pointed out after the meeting that the idea of a transportation hub has been around for decades. But he said completion of the initial feasibility study means "it's better than it's been in years."

"There's still a long way to go on this once we find out about the funding," said Fix, adding

that the facility wouldn't necessarily be downtown.

"It's still up in the air where it's going," he said, adding that one of the priorities for SMTD is relocation of a bus-transfer point from Fifth Street and Capitol Avenue.

City design and planning coordinator Paul O'Shea said he believes completion of the feasibility study is the latest indication major R/UDAT recommendations are beginning to fall into place nearly five years after the team first visited the city.

A R/UDAT follow-up committee also meets monthly, he said.

"It takes time. It's little pieces that eventually make big pieces, and it says the momentum is there and people are working on these programs, and over a period of time, it will all begin to happen," said O'Shea.

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Plan for city transportation hub advances

*\$300,000
in federal
funds to pay
for studies*

By JEREMY PELZER

STAFF WRITER 06/19/07

A proposed Springfield transportation hub talked about for years took a step closer to reality with the awarding Monday of \$300,000 in federal money for environmental and engineering studies once a site is picked.

The money is part of a \$1 million grant to the Springfield Mass Transit District from the U.S. Department of Transportation that was announced by the office of Sen. Dick Durbin, D-Ill.

The proposed intermodal transportation center, as envisioned, would combine mass-transit buses with trains, taxis, shuttles and

rental-car services at a single location.

SMTD officials are planning to enter into negotiations within the next couple of months with landowners of several potential sites for the center adjacent to the Third and 10th street railroad tracks.

Linda Tisdale, SMTD's executive

director, said the federal grant is vital to the project's future, as it will pay for an environmental analysis and an engineering study to identify potential construction obstacles at the chosen site.

"We wouldn't be able to get far

See HUB on page 6

the transportation center, she said, is to secure about \$5 million more in federal money to help purchase the needed property, as the SMTD has "not nearly enough" money to buy a site on its own.

The center would be constructed in two stages, Tisdale said.

First, SMTD will construct a transfer center for mass-transit buses to replace the outdoor lot it currently uses along East Capitol Avenue, south of downtown.

Then, a larger building would be

milion to \$12 million — a figure that also includes the cost of funneling railroad traffic on the city's three north-south tracks into a single corridor.

Amtrak passenger rail service now runs on the Third Street tracks.

But SMTD officials are looking at sites along both the Third and 10th street rail corridors as city and Sangamon County officials have discussed merging rail traffic through Springfield on one of the

idea if there was federal funding to upgrade rail access through the city.

"I'm sure (the companies) will want to cooperate as long as there's the money for it," he said.

"We're not talking months, we're talking years," McCrady added, referring to the time frame for the project.

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HUB

■ From page 1

at all without this grant," Tisdale said.

The other \$700,000 will be used to purchase two new buses and a paratransit vehicle to replace outdated vehicles on existing routes, Tisdale said.

The next step toward building the transportation center, she said, is to secure about \$5 million more in federal money to help purchase the needed property, as the SMTD has "not nearly enough" money to buy a site on its own.

The center would be constructed in two stages, Tisdale said.

First, SMTD will construct a transfer center for mass-transit buses to replace the outdoor lot it currently uses along East Capitol Avenue, south of downtown.

Then, a larger building would be

constructed adjacent to the bus center to accommodate rail, taxi, rental-car and shuttle traffic, she said.

Construction of a bus-transfer facility in the first phase would cost \$5 million to \$6 million and take up to three years, according to statements previously made by Kirk Brown, a consultant with Hanson Professional Services Inc.

Brown estimated second-phase construction would cost another \$8 million to \$12 million — a figure that also includes the cost of funneling railroad traffic on the city's three north-south tracks into a single corridor.

Amtrak passenger rail service now runs on the Third Street tracks.

But SMTD officials are looking at sites along both the Third and 10th street rail corridors as city and Sangamon County officials have discussed merging rail traffic through Springfield on one of the

three tracks along Third, 10th and 19th streets.

If only one set of tracks remains in use, the other two might be torn up and converted into bike paths or for other recreational uses, said Sangamon County Administrator Ryan McCrady.

McCrady said Springfield officials have not yet contacted the railroad companies that own the tracks, but he said he believed the rail owners would be open to the idea if there was federal funding to upgrade rail access through the city.

"I'm sure (the companies) will want to cooperate as long as there's the money for it," he said.

"We're not talking months, we're talking years," McCrady added, referring to the time frame for the project.

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